NAVAL CHRONOLOGY;

OR,

AN HISTORICAL SUMMARY

OF

NAVAL & MARITIME EVENTS,

FROM THE TIME OF

The Romans, to the Treaty of Peace 1802.

WITH AN APPENDIX.

IN FIVE VOLUMES.

VOL. III.

By ISAAC SCHOMBERG, Esq.
CAPTAIN IN THE ROYAL NAVY.

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SUMMARY

OF

NAVAL & MARITIME EVENTS.

VOL. III.

EUROPE.

AT AND NEAR HOME.

Supplies granted for the sea service. A.D. 1797

	l.	*s.*	*d.*
FOR the maintaining 120,000 men, including 20,000 marines and sea ordnance - -	6,240,000	0	0
Ordinary and half-pay to sea and marine officers - -	653,573	1	7
Building and repairs of ships, and other extra work - -	768,100	0	0
Towards defraying the expences, and preventing the encreaſe of the debt of the navy -	5,000,000	0	0
To defray the expence to be incurred by encreaſe to the pay of the ſeamen and marines, and by the propoſed iſſue of full allowance of proviſions - -	472,000	0	0
Total ſupplies for ſea ſervice -	£13,133,673	1	7
Total ſupplies granted for the year	£44,783,262	3	5½

A. D. 1797

Flag Officers employed.

Officers.	*Rank.*	*Ships.*	*Guns.*
	Portſmouth,		
Sir P. Parker, Bt.	Ad. of the White,	R. William	84
	Plymouth,		
Sir Richard King, Bt.	Admiral of the Blue,	Cambridge	84
	Downs,		
J. Peyton, Eſq.	Admiral of the Blue,	Overyſſel	64
	Nore,		
C. Buckner, Eſq.	Vice Ad. of the White,	Sandwich	90
S. Lutwidge, Eſq.	Vice Ad. of the White,	Zealand	64
	Ireland,		
R. Kingſmill, Eſq.	Vice Ad. of the Red,	no particular ſhip	
	Channel,		
Lord Bridport,	Ad. of the White,	R. George	110
Sir A. Gardner, Bt.	V. Ad. of the White,	R. Sovereign	110
J. Colpoys, Eſq.	Vice Ad. of the Blue,	London	98
Lord Keith,	Vice Ad. of the Blue,	Q. Charlotte	110
Sir Roger Curtis, Bt.	Rear Ad. of the Red,	Prince	98
Lord H. Seymour,	Rear Ad. of the White,	Sans Pareil	84
	North Sea,		
A. Duncan, Eſq.	Admiral of the Blue,	Venerable	74
R. Onſlow, Eſq.	Vice Ad. of the Red,	Naſſau	64
	Mediterranean,		
Sir J. Jervis, K. B.	Admiral of the Blue,	Victory	110
C. Thompſon, Eſq.	Vice Ad. of the Blue,	Britannia	110
Hon. W. Waldgrave,	Vice Ad. of the Blue,	Barfleur	98
W. Parker, Eſq.	Rear Ad. of the Red,	Prince George	98
Sir J. Orde, Bt.	Rear Ad. of the White,	Princeſs Royal	98
Horatio Nelſon, Eſq.	Commodore,	Captain	74
	North America,		
G. Vandeput, Eſq.	V. Ad. of the White,	St. Albans	64
	Newfoundland,		
Hon. W. Waldgrave,	V. Ad. of the Blue,	Romney	50

Leeward

A.D. 1797

Leeward Iſlands.

H. Hervey, Eſq. Rear Ad. of the Red, P. of Wales 98

Jamaica,

Sir H. Parker, Knt. Vice Ad. of the Red, Queen 98
R. R. Bligh, Eſq. Rear Ad. of the Red, Brunſwick 74
J. T. Duckworth, Eſq. Commodore, Leviathan 74

Cape of Good Hope,

T. Pringle, Eſq. Rear Ad. of the Red, Tremendous 74
Sir Hugh C. Chriſtian, K. B. Rear Admiral of the White - } Virginie 44

Eaſt-Indies,

P. Rainier, Eſq. Rear Ad. of the White, Suffolk 74

Botany Bay,

John Hunter, Eſq. Commodore, Reliance 20

On the 20th of February, his Majeſty was pleaſed to order the following promotion of flag officers, viz.

Alexander Greene, Eſq.
George Keppel, Eſq.
Samuel Reeve, Eſq. } Rear-Ads. of the White to be Rear-Admirals of the Red.

Andrew Mitchell, Eſq.
Charles Chamberlayne, Eſq.
Peter Rainier, Eſq.
Sir Hugh C. Chriſtian, K. B.
William Truſcot, Eſq.
Lord Hugh Seymour } Rear-Admirals of the Blue to be Rear-Admirals of the White.

Captains,

William Swiney
Charles Edmund Nugent
William Fooks
Charles Powell Hamilton
Edmund Dod
Horatio Nelſon
Thomas Lenox Frederick
Sir George Home, Bart.
Sir Charles Cotton, Bart. } Rear-Ads. of the Blue.

A.D. 1797 Sir John Ord commanded at Plymouth in the abſence of Sir Richard King; after which he hoiſted his flag on board the Princeſs Royal, and ſailed for the Mediterranean.

Rear-Admiral Bazeley commanded in the Downs, during the abſence of Admiral Peyton.

Vice-Admiral Onſlow ſhifted his flag from the Naſſau to the Monarch.

Admiral Sir John Jervis from the Victory to the Ville de Paris.

Vice-Admiral Charles Thompſon from the Britannia to the Prince George.

Rear-Admiral William Parker from the Prince George to the Blenheim, and upon the return to England of Vice-Admiral Thompſon, back again to the Prince George.

Vice-Admiral Waldgrave returned to England on board the Flora, and in the month of April was appointed Commander in Chief and Governor of Newfoundland.

Rear-Admiral Nelſon ſhifted his flag from the Captain to the Theſeus. After being badly wounded at Teneriffe, and his health otherwiſe much impaired, he returned to England, on board the Seahorſe.

Vice-Admiral Vandeput ſhifted his flag from the St. Albans to the Reſolution.

OCCURRENCES AT AND NEAR HOME.

On the 3d of January, Admiral Lord Bridport ſailed with the channel fleet, on a cruize to the weſtward; at the ſame time, Rear-Admiral William Parker ſailed with a ſquadron to join Admiral Sir John Jervis, off Liſbon*.

On the ſame day, Vice-Admiral Sir George Keith Elphinſtone arrived at Spithead, in the Monarch, from the Cape of Good Hope, but laſt from Ireland.

On the 13th, the Indefatigable of 44 guns, commanded by Sir Edward Pellew, and the Amazon of 32 guns, Captain Robert Carthew Reynolds, about 50 leagues S. W. of Uſhant, at half paſt noon, diſcovered a large ſhip in the N. W. quarter, ſteering under an eaſy ſail, towards the coaſt of France. At this time the wind blew hard at weſt, with thick hazy weather. Chace was inſtantly given. At four P. M. the Indefatigable had gained ſufficiently upon the chace, for Sir Edward Pellew to diſtinguiſh very clearly,

* Appendix, Chap II. No. 338.

that

that ſhe had two tier of guns with her lower deck ports ſhut, and that ſhe had no poop. A. D. 1797

At a quarter before ſix he brought the enemy to cloſe action, which continued to be well ſupported on both ſides near an hour, when the Indefatigable unavoidably ſhot a-head; at this moment the Amazon appeared aſtern, and gallantly ſupplied her place; but the eagerneſs of Captain Reynolds to ſecond his friend, had brought him up under a preſs of ſail; when, after a well ſupported and cloſe fire for a little time, he alſo unavoidably ſhot a-head. The enemy made an ineffectual attempt to board the Indefatigable; and kept up a conſtant and heavy fire of muſketry till the end of the action, frequently engaging both ſides of the ſhip at the ſame time.

As ſoon as Sir Edward Pellew had replaced ſome of the diſabled rigging, and brought his ſhip under a proper ſail, and the Amazon having reduced hers, they commenced a ſecond attack, placing themſelves, after ſome raking broadſides, upon each quarter often within piſtol ſhot. This attack laſted without intermiſſion for five hours; when the Indefatigable was obliged to ſheer off to ſecure her maſts.

About twenty minutes paſt four in the morning, the moon opening rather brighter than before, ſhewed to Lieutenant Bell, who was watchfully looking out on the forecaſtle, a glimpſe of the land; which he had ſcarcely reported to Sir Edward Pellew, before the breakers were ſeen. At this time the Indefatigable was cloſe under the enemy's ſtarboard bow, and the Amazon as near her on the larboard; not an inſtant could be loſt—every life depended upon the prompt execution of orders; nothing could equal the activity of her brave crew, who, with incredible alacrity, hauled the tacks on board and made ſail to the ſouthward. Before day-light they again ſaw breakers upon the lee bow, and wore to the northward. Not knowing exactly on what part of the coaſt they were embayed, the lingering approach of day-light was moſt anxiouſly looked for; and ſoon after it opened; the land was ſeen very cloſe a-head; the ſhip was again wore in twenty fathoms water, and ſtood to the ſouthward. A few minutes after the Indefatigable diſcovered and paſſed within a mile of the enemy who had ſo bravely defended himſelf; the ſhip was laying on her broadſide, and a tremendous ſurf beating over her.

A. D. 1797 The miſerable fate of her brave crew was perhaps the more ſincerely lamented by thoſe of the Indefatigable, from the apprehenſion of their ſuffering a ſimilar misfortune, having at that time four feet water in the hold, a great ſea, and the wind dead on the ſhore.

Sir Edward Pellew was now able to aſcertain his ſituation to be that of Hodierne bay, and that their fate depended upon the poſſible chance of weathering the Penmark rocks, which, by the uncommon exertions of her fatigued and exhauſted crew, in making all the ſail they could ſet, was happily accompliſhed at eleven o'clock, paſſing about a mile to windward of them.

The fate of the Amazon was not ſo fortunate; when the Indefatigable had hauled her wind to the ſouthward, ſhe had hauled hers to the northward: Captain Reynolds, notwithſtanding every effort, found his maſts, yards, rigging, and ſails ſo miſerably cut and ſhattered, with three feet water in his hold, that it was impoſſible to work off the ſhore; in this condition, a little after five in the morning the Amazon ſtruck the ground; and almoſt at the ſame moment the enemy ſhared a ſimilar fate. The crew (excepting ſix, who ſtole away the cutter and were drowned) was ſaved by making rafts; and upon their landing they were made priſoners.

In this gallant action, which commenced at a quarter before ſix P. M. and laſted (excepting at ſhort intervals,) until half paſt four A. M. the ſea was ſo high, that the people in both ſhips were up to their middles in water on the main deck. Some of the guns on board the Indefatigable broke their breechings four times over; others drew the ring bolts from the ſides; and many, from getting wet, were repeatedly drawn immediately after loading.

The loſs ſuſtained was only 19 wounded on board the Indefatigable; among the number Mr. Thompſon, the firſt lieutenant.

The Amazon had three men killed, and fifteen badly wounded.

The enemy's ſhip proved to be Les Droits des Hommes, of 74 guns, commanded by Captain ci-devant Baron Le Crois, manned with 1600 men, ſeamen and ſoldiers, 170 of whom periſhed, excluſive of thoſe killed in the action.

On the 22d of February two French frigates, a corvette and a lugger, anchored in Fiſhguard Bay, on the coaſt of Wales,

A.D.

Wales, where they landed 1200 troops, without cannon, and again ſailed.* On the appearance the next day of the Britiſh forces, conſiſting of a part of the North Devon militia, and other provincial troops, which had been collected, under the command of Lord Cawdor; the French general ſent an officer with propoſals to ſurrender themſelves priſoners of war; which being accepted, they laid down their arms. 1797

On the 3d of March Admiral Lord Bridport ſailed from St. Helens with the channel fleet on a cruize off Breſt.†

On the 5th Captain George Duff, in the Glenmore frigate, arrived in Yarmouth Roads with an account of the Dutch fleet having returned into the Texel.

On the 9th Sir Harry Burrard Neale, in the St. Fiorenzo of 40 guns; and Captain John Cook, in La Nymph of 36, having been ſent by Lord Bridport to reconnoitre the enemy's fleet in Breſt, on their way to rejoin the admiral, diſcovered two French frigates ſtanding in for the land. The wind being at this time off ſhore, and the French fleet in ſight from their tops in Breſt Road, it was neceſſary to make as decided and prompt an attack as poſſible; for this purpoſe both frigates bore down on the headmoſt and largeſt of the French ſhips, which they attacked ſo warmly, that after a ſhort reſiſtance ſhe ſtruck. By this time the ſmaller frigate came up, and being inſtantly attacked in the ſame manner, ſoon alſo ſurrendered. Theſe ſhips proved to be La Reſiſtance, of 48 guns, 18 pounders on her main deck, commanded by M. Montagne, and manned with 345 men, ten of whom were killed; the firſt lieutenant and eight wounded.

The other La Conſtance, commanded by M. Deſauney, of 24 nine pounders and 189 men, of whom eight were killed and ſix wounded.

Theſe ſhips were taken into the ſervice; the name of La Reſiſtance was changed to the Fiſhguard, in conſequence of theſe being two of the French ſquadron which

* French Frigates.

Ships.	Guns.
La Vengeance -	44
La Reſiſtance -	44
La Conſtance -	24
Le Vautour -	14

† App. Chap. II. No. 539.

A. D. 1797 landed the troops in the bay of that name on the coaſt of Wales.

Neither the St. Fiorenzo or Nymphe had any men killed or wounded.

On the 3d of April Rear Admiral Sir Roger Curtis ſailed from St. Helens with a detachment of the Channel fleet, to cruize in the Soundings.*

On the 15th of April a ſpirit of mutiny and diſcontent univerſally pervaded the fleet at Spithead, which created a conſiderable degree of alarm throughout the kingdom, and threatened to ſubvert that diſcipline in the naval ſervice by which our fleets were ſo well regulated, and conſequently ſo often led to victory.

In order to give a clear idea of this unfortunate event, it will be neceſſary to detail circumſtantially the whole tranſaction.

In the month of February petitions were ſent from all the line of battle ſhips at Portſmouth to Lord Howe; but being all written by one perſon, and couched in the ſame language, it was preſumed they were only the productions of ſome factious or mad brained individuals, who were too contemptible for notice; the petitions were therefore thrown aſide, and obtained no anſwers. The neglect of the petition of the ſeamen on their return to port from the laſt cruize, produced a general correſpondence by letters from ſhip to ſhip throughout the whole fleet; and at length it was unanimouſly agreed by the reſpective crews, that no ſhip ſhould lift an anchor till a redreſs of grievances was obtained. In this ſtate matters remained till the 15th of April, when Lord Bridport ordered the ſignal for the fleet to prepare for ſea; but inſtead of weighing anchor, the ſeamen of the Queen Charlotte ran up the ſhrouds and gave three cheers, as the ſignal for diſaffection, which was anſwered in like manner by every ſhip in the fleet. The captains and officers, aſtoniſhed at this ſudden and violent act of diſobedience, uſed every means in their power to perſuade the men to return to their duty; but all their exertions were ineffectual. The next day two delegates were appointed from each ſhip to repreſent the whole fleet; and the admiral's cabin in the Queen Charlotte was fixed upon as the place for their deliberations. On the 17th every man in the fleet

* Appendix, Chap. II. No. 340.

1783

was ſworn to ſupport the cauſe in which he had embarked. A. D.
Their next procedure was the reeving ropes, *in terrorem*, 1797
at the fore-yard arm, and turning all the officers out of the fleet who had behaved in any manner to offend them.

On the 18th a committee of the board of admiralty arrived at Portſmouth,* who made ſeveral propoſitions to reduce them to obedience, but ineffectually. On the 21ſt Admirals Gardner, Colpoys, and Pole, went on board the Queen Charlotte, in order to confer with the Delegates; who aſſured the admirals that no arrangement would be conſidered as final until it ſhould be ſanctioned by the king and parliament, and guaranteed by a proclamation for a general pardon. This ſo diſappointed and irritated Admiral Gardner, that he ſeized one of the delegates by the collar, and ſwore he would have them all hanged, with every fifth man throughout the fleet. The crew was ſo exaſperated at this excellent officer, that it was with difficulty he eſcaped from that ſhip with his life. The Delegates from the Royal George returned to their ſhip, and informed the crew of what had happened, who, after ſome conſultation, reſolved on ſummoning all the delegates on board their ſhip, which was done by hoiſting the red or bloody flag, which ſtruck terror through the fleet, (as the ſignal was not generally underſtood) and particularly to the officers, who trembled for the conſequences, fearing that ſomething dreadfully hoſtile was intended. It was at this moment that the much valued and reſpected Lord Bridport's flag was ſtruck, with a reſolution never to diſplay it again. The fleet next proceeded to load all their guns; ordered a watch to be kept the ſame as at ſea: and put every thing in a ſtate of defence, keeping every officer to his reſpective ſhip.

On the 22d the men were ſomewhat pacified, and cauſed two letters to be written; one to the lords of the admiralty, ſtating the cauſe of their conduct on the preceding days; and the other to Lord Bridport, in which they ſtiled him their father and friend, and avowed no intentional offence to him.

This had ſo great an effect, that on the 23d the admiral went on board the Royal George, re-hoiſted his flag; and, after a ſhort but manly and energetic addreſs to the crew, in which he told them the painful buſineſs of the laſt week

* Earl Spencer,
Lord Arden,
Rear Admiral Young,
William Marſden, Eſq. Deputy Secretary.

would

A. D. 1797 would be the means of hurrying him ſhortly to his grave, he informed them that he had brought with him a redreſs of all their grievances, and his Majeſty's pardon for the offenders. After ſome deliberations theſe offers were accepted, and every man returned with cheerfulneſs to his duty.

The following is an authentic copy of the ſeveral papers which paſſed on this very extraordinary occaſion.

To the Right Honourable and the Honourable Knights, Citizens, and Burgeſſes, in Parliament aſſembled.

The humble Petition of the Seamen and Marines on board his Majeſty's Fleet on behalf of themſelves;

Humbly Sheweth,

That your petitioners, relying on the candour and juſtice of your honourable houſe, make bold to lay their grievances before you, hoping, that when you reflect on them, you will pleaſe to give redreſs, as far as your wiſdom ſhall deem neceſſary.

We beg leave to remind your auguſt aſſembly, that the act of parliament paſſed in the reign of King Charles the Second, wherein the wages of all ſeamen ſerving on board his Majeſty's fleet was ſettled, paſſed at a time when the neceſſaries of life, and ſlops of every denomination, were at leaſt 30 per cent. cheaper than at the preſent time, which enabled ſeamen and marines to provide better for their families than we can now do with one half advance.

We therefore requeſt your honourable houſe will be ſo kind as to revive the act before mentioned, and make ſuch amends therein as will enable your petitioners and their families to live in the ſame comfortable manner as ſeamen and marines did at that time.

Your petitioners with all humility laid their grievances before the Hon. Earl Howe, and flattered ourſelves with the hopes that his lordſhip would have been an advocate for us, as we have been ſo ſucceſsfully under his command, and made the French fleet ride triumphantly over that of our enemies: but, to our great ſurprize, we find ourſelves unprotected by him, who has been to many inſtances of our intrepidity in ſecuring the Britiſh flag into every part of the ſeas with victory and ſucceſs.

We conſider ourſelves as loyal to our Sovereign, and zealous in the defence of our country as the army or militia can be; and eſteem ourſelves equally entitled to his Majeſty's

jeſty's munificence; therefore with jealouſy we behold their pay augmented, and the out-penſions of Chelſea College increaſed to thirteen pounds per annum, while we remain neglected, and the out-penſioners of Greenwich have only ſeven pounds per annum. A. D. 1797

We, your petitioners, therefore humbly implore that you will take theſe matters into conſideration; and with your accuſtomed goodneſs and liberality, comply with the prayer of this petition, and your petitioners, as in duty bound, will ever pray, &c.

We, the Delegates of the Fleet, hereunto ſign our names for the ſhip's companies:

Royal George,	Valentine Joyce, John Morris.
Queen Charlotte,	Patrick Glynn, John Uddleſen.
Royal Sovereign,	Joſeph Green, John Richardſon.
London,	Alexander Harding, William Ruby.
Glory	Patrick Dugen, John Bethell.
Duke	Michael Adams, William Anderſon.
Mars,	Thomas Allen, John Blithe.
Marlborough,	John Vaſſia, William Senater.
Ramillies,	Charles Berry, George Clear.
Robuſt,	David Wilſon, John Scrivener.
L'Impetueux,	John Witna, William Porter.
Defence,	George Galaway, James Baurick.
Terrible,	Mark Turner, George Salked.
Le Pompee,	William Potts, James Melvin.
Minotaur,	Dennis Lawley, George Croſland.
Defiance,	John Saunders, John Huſband.

Copy of the Petition to the Admiralty.

To the Right Honourable the Lords Commiſſioners of the Admiralty.

We, the Seamen of his Majeſty's navy, take the liberty of addreſſing your Lordſhips in an humble petition, ſhewing the many hardſhips and oppreſſions we have laboured under for many years, and which we hope your Lordſhips will redreſs as ſoon as poſſible.

We flatter ourſelves that your Lordſhips, together with the nation in general, will acknowledge our worth and good ſervices, both in the American war and the preſent; for which ſervice your Lordſhip's petitioners do unanimouſly agree in opinion, that their worth to the nation, and laborious induſtry in defence of their country, deſerve ſome better

A. D better encouragement than that we meet with at preſent, or from any we have experienced. We your petitioners, do not boaſt of our good ſervices for any other purpoſe, than that of putting you and the nation in mind of the reſpect due to us; nor do we ever intend to deviate from our former character; ſo far from any thing of that kind, or that an Engliſhman or men ſhould turn their coats; we likewiſe agree in opinion, that we ſhould ſuffer double the hardſhips we have hitherto experienced, before we would ſuffer the crown of England to be in the leaſt impoſed upon by that of any other power in the world; we therefo e beg leave to inform your Lordſhips of the grievances which we at preſent labour under.

We your humble petitioners relying, that your Lordſhips will take into early conſideration the grievances of which we complain; and do not in the leaſt doubt but your Lordſhips will comply with our deſires, which are every way reaſonable.

The firſt grievance which we have to complain of is, that our wages are too low, and ought to be raiſed, that we might be better able to ſupport our wives and families in a manner comfortable, and whom we are in duty bound to ſupport as far as our wages will allow, which, we truſt, will be looked into by your Lordſhips and the honourable Houſe of Commons in parliament aſſembled.

We your petitioners beg that your Lordſhips will take into conſideration the grievances of which we complain, and now lay before you.

Firſt, that our proviſions be raiſed to the weight of ſixteen ounces to the pound, and of a better quality; and that our meaſures may be the ſame as thoſe uſed in the commercial trade of this country.

Secondly, that your petitioners requeſt your honours will pleaſe to obſerve, there ſhould be no flour ſerved while we are in harbour, or any port whatever under the command of the Britiſh flag; and alſo that there be granted a ſufficient quantity of vegetables of ſuch kind as may be the moſt plentiful in the ports to which we go, which we grievouſly complain and lie under the want of.

Thirdly, that your Lordſhips will be pleaſed ſeriouſly to look into the ſtate of the ſick on board his Majeſty's ſhips, that they be better attended to, and that they may have the neceſſaries as are allowed for them in time of

their

their ſickneſs; and that theſe neceſſaries be not on any account embezzled. A.D. 1797

Fourthly, that your Lordſhips will be ſo kind as to look into this affair, which is no ways unreaſonable; and that we may be looked upon as a number of men ſtanding in defence of our country; and that we may in ſome wiſe have granted an opportunity to taſte the ſweets of liberty on ſhore when in any harbour; and when we have completed the duty of our ſhips, after our return from ſea; and that no man may incroach upon his liberty, there ſhall be a boundary limited, and thoſe treſpaſſing any further, without a written order from the commanding officer, ſhall be puniſhed according to the rules of the navy; which is a natural requeſt, and congenial to the heart of man, and certainly to us, that you make the boaſt of being the guardians of the land.

Fifthly, that if any man is wounded in action, his pay be continued until he is cured and diſcharged; and if any ſhip has any real grievances to complain of, we hope your Lordſhips will readily redreſs them, as far as in your power, to prevent any diſturbances.

It is alſo unanimouſly agreed by the fleet, that from this day no grievance ſhall be received, in order to convince the nation at large, that we know when to ceaſe to aſk, as well as when to begin; and that we aſk nothing but what is moderate, and may be granted, without detriment to the nation, or injury to the ſervice.

Given on board the Queen Charlotte, by the Delegates of the Fleet, this 18th day of April, 1797.

(The ſignatures the ſame as to the preceding petition.)

The Lords of the Admiralty, who were at Portſmouth, ſent to Lord Bridport the following anſwer to the petition of the ſeamen.

By the Commiſſioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.

Having taken into conſideration the petitions tranſmitted to us by your Lordſhip from the crews of his Majeſty's ſhips under your command; and having the ſtrongeſt deſire to attend to all complaints of the ſeamen of his Majeſty's navy, and to grant them every juſt and reaſonable redreſs, and having conſidered the difference of the price of the neceſſaries

A.D. ceſſaries of life at this, and at the period when the pay of
1797 ſeamen was eſtabliſhed, we do hereby require and direct your Lordſhip to take the ſpeedieſt method of communicating to the fleet, That we have reſolved to recommend it to his Majeſty to propoſe to parliament to increaſe the wages of ſeamen in his Majeſty's navy in the following proportions, viz.

To add four ſhillings per month to the wages of petty officers and able ſeamen.

Three ſhillings per month to the wages of ordinary ſeamen; and two ſhillings per month to the wages of landmen.

That we have reſolved that ſeamen wounded in action ſhall be continued in pay until their wounds are healed; or, until being declared unſerviceable, they ſhall receive a penſion, or be received into the Royal Hoſpital at Greenwich; and that having a perfect confidence in the zeal, loyalty, and courage of all the ſeamen in the fleet, ſo generally expreſſed in their petition; and in their earneſt deſire of ſerving their country with that ſpirit which always ſo eminently diſtinguiſhed Britiſh ſeamen, we have come to this reſolution the more readily, that the ſeamen may have as early as poſſible an opportunity of ſhewing their good diſpoſitions, by returning to their duty; as it may be neceſſary that the fleet ſhould ſpeedily be put to ſea, to meet the enemy of the country.

Given under our hands at Portſmouth,
the 18th day of April, 1797.

SPENCER.
ARDEN,
W. YOUNG.

To the Right Honourable Lord Bridport, K. B. Admiral of the White, Commander in Chief of a Squadron of his Majeſty's Ships employed in the Channel Service.

The Seamen's Reply.

We received your Lordſhip's anſwer to our petition; and in order to convince your Lordſhips, and the nation in general, of our moderation, beg leave to offer the following remarks to your conſiderations, viz.—That there never has exiſted but two orders of men in the navy, able and ordi-

nary

nary ; therefore the diſtinction between ordinary and land- A.D.
men is totally new ; we therefore humbly propoſe to your 1795
Lordſhips, that the old regulations be adhered to, that the wages of able ſeamen be raiſed to one ſhilling per day, and that of petty officers and ordinary in the uſual proportion : and as further proof of our moderation, and that we are actuated by a true ſpirit of benevolence towards our brethren the marines, who are not noticed in your Lordſhip's anſwer, we humbly propoſe that their pay be augmented, while ſerving on board, in the ſame proportion as ordinary ſeamen. This we hope and truſt will be a convincing proof to your Lordſhips that we are not actuated by a ſpirit of contradiction, but that we earneſtly wiſh to put a ſpeedy end to the preſent affair. We beg leave to ſtate to your Lordſhips, that the penſions from Greenwich Hoſpital we earneſtly wiſh to be raiſed to ten pounds per annum; and, in order to maintain which, we humbly propoſe to your Lordſhips, that every ſeaman employed in the merchants' ſervice, inſtead of ſixpence per month, which he now pays, ſhall hereafter pay one ſhilling per month, which we truſt will raiſe a fund fully adequate to the purpoſe; and as this in time of peace muſt be paid by your petitioners, we truſt it will give a convincing proof of our diſintereſtedneſs and moderation. We would alſo recommend that this regulation be extended to the ſeamen in the ſervice of the Eaſt-India Company, as we know by experience that there are few ſailors employed by them but what have been in the royal navy; and we have ſeen them with our own eyes, after ſickneſs or other accident has diſabled them, without any hope of relief or ſupport, but from their former ſervices in the navy. As to proviſions, that they be augmented to ſixteen ounces to the pound of bread and meat; cheeſe, butter, and liquors in proportion, and of a better quality, and a ſufficient quantity of vegetables ; and that no flour be ſerved with freſh beef. And we further beg leave to inform your Lordſhips, that it is unanimouſly agreed, that until the grievances before ſtated are redreſſed, and an act of indemnity paſſed, we are determined not to lift an anchor, and the grievances of particular ſhips muſt be redreſſed.

Given under our hands, the Delegates of the Fleet, on board the Queen Charlotte at Spithead, April 19, 1797.

Signed as before.

The

A. D. 1797 The next day the following letter from the Admiralty, was ſent to Lord Bridport, notifying their compliance with the demands of the ſeamen; with their final anſwer, and a copy of the Royal Proclamation.

By the Commiſſioners for executing the Office of Lord High Admiral of Great Britain, Ireland, &c.

Having taken into our conſideration a paper, containing ſeveral repreſentations from the ſeamen of his Majeſty's ſhips at Spithead, reſpecting the advance of their wages, and being deſirous of granting them every requeſt that can with any degree of reaſon be complied with, we have reſolved to recommend it to his Majeſty, that an addition of five ſhillings and ſix-pence per month be made to the wages of petty officers and ſeamen belonging to his Majeſty's navy, which will make the wages of able ſeamen one ſhilling per day, clear of all deductions; and an addition of four ſhillings and ſix-pence per month to the wages of ordinary ſeamen; and an addition of three ſhillings and ſix-pence per month to the wages of landmen: and that none of the allowance made to the marines when on ſhore ſhall be ſtopped, on their being embarked on board any of his Majeſty's ſhips.—We have alſo reſolved, that all ſeamen, marines, and others, ſerving in his Majeſty's ſhips, ſhall have the full allowance of proviſions, without any deductions for leakage or waſte; and that until proper ſteps can be taken for carrying this into effect, ſhort allowance money ſhall be paid to the men in lieu of the deduction heretofore made: and that all men wounded in action ſhall receive their full pay until their wounds ſhall be healed; or, until being declared incurable, they ſhall receive a penſion from the Cheſt at Chatham, or ſhall be admitted into the Royal Hoſpital at Greenwich. And your Lordſhip is hereby required and directed to communicate this our determination to the Captain of each of his Majeſty's ſhips under your orders, directing him to make it known to the ſhip's company under his command, and to inform them, that ſhould they be inſenſible to the very liberal offers now made to them, and perſiſt in their preſent diſobedience, they muſt no longer expect to enjoy thoſe benefits to which, by their former good conduct, they were entitled: and that in ſuch caſe, all the men now on board the fleet at Spithead, ſhall be incapable of receiving any

any ſmart money or penſions from the cheſt of Chatham, A.D.
or of being admitted at any time into the Royal Hoſpital at 1797
Greenwich; and that they muſt be anſwerable for the dreadful conſequences which will neceſſarily attend their continuing to tranſgreſs the rules of the ſervice, in open violation of the laws of their country.

On the other hand, he is to inform them, that we promiſe the moſt perfect forgiveneſs of all that has paſſed on this occaſion to every ſhip's company, who, within one hour after the communication to them of the above-mentioned reſolutions, ſhall return to their duty in every particular, and ſhall ceaſe to hold further intercourſe with any men who continue in a ſtate of diſobedience and mutiny.

Given under our hands at Portſmouth,
the 20th of April, 1797.

SPENCER,
ARDEN,
W. YOUNG.

By command of their Lordſhips,
W. MARSDEN.

To the Right Honourable Lord
Bridport, Admiral of the White,
&c.

To the Right Honourable the Lords Commiſſioners of the Admiralty.

We, the ſeamen and marines in and belonging to his Majeſty's fleet now lying at Spithead, having received with the utmoſt ſatisfaction, and with hearts full of gratitude, the bountiful augmentation of pay and proviſions which your Lordſhips have been pleaſed to ſignify ſhall take place in future in his Majeſty's royal navy by your order, which has been read to us this morning by the command of Admiral Lord Bridport.

Your Lordſhips having thus taken the prayer of our ſeveral petitions into your ſerious conſideration, you have given ſatisfaction to every loyal and well-diſpoſed ſeaman and Marine belonging to his Majeſty's fleets; and from the aſſurance which your Lordſhips have given us reſpecting ſuch other grievances as we thought right to lay before you, we are thoroughly convinced ſhould any real grievance or other cauſes of complaint ariſe in future, and the ſame be laid before your Lordſhips in a regular manner, we are perfectly

A.D. fully ſatisfied that your Lordſhips will pay every attention
1797 to a number of brave men, who ever have, and ever will be true and faithful to their King and country.

But we beg leave to remind your Lordſhips, that it is a firm reſolution, that until the ſlour in port be removed, the vegetables and penſions augmented, the grievances of private ſhips be redreſſed, an act paſſed, and his Majeſty's moſt gracious pardon for the fleet now lying at Spithead be granted, that the fleet will not lift an anchor; and this is the total and final anſwer.

The following is a copy of the Royal Proclamation.

By the KING.

A PROCLAMATION

For pardoning ſuch ſeamen and marines of the ſquadron of His Majeſty's fleet ſtationed at Spithead, as have been guilty of any act of mutiny or diſobedience of orders, or any breach or neglect of duty, and who ſhall upon notification of ſuch proclamation on board their reſpective ſhips, return to their regular and ordinary diſcharge of their duty.

GEORGE R.

Upon report of the Lords Commiſſioners of the Admiralty of the proceedings of the ſeamen and marines of the ſquadron of our fleet ſtationed at Spithead, and of the meaſures taken by the ſaid Lords Commiſſioners in conſequence thereof; and in order to manifeſt our deſire to give due encouragement to all thoſe who ſhall return to the regular and ordinary diſcharge of their duty, according to the rules and practice of the navy; we have thought fit, by the advice of our Privy Council, to iſſue this our royal proclamation, and do hereby promiſe our moſt gracious pardon to all ſeamen and marines ſerving on board the ſaid ſquadron, who ſhall upon notification hereof on board their reſpective ſhips, return to the regular and ordinary diſcharge of their duty; and we do hereby declare, that all ſuch ſeamen and marines ſo returning to their duty, ſhall be diſcharged and releaſed from all proſecutions, impriſonments, and penalties, incurred by reaſon of any act of

mutiny

mutiny or diſobedience of orders, or any breach or neglect of duty, previouſly committed by them, or any of them. A.D. 1797

Given at our Court at Windſor, the 22d day of April 1797, and the 37th year of our reign,

GOD ſave the KING.

It was now generally thought that all diſputes were finally ſettled, and the fleet dropped down to St. Helens; but on the 7th of May, when Lord Bridport made the ſignal to weigh and put to ſea, every ſhip in the fleet refuſed to obey. The ſeamen alledged as a reaſon for this ſecond act of diſobedience, the ſilence which Government obſerved on the ſubject of their complaints, which led them to ſuſpect that the promiſed redreſs of grievances was intended to be withheld; this idea was more forcibly impreſſed on their minds by the diſtribution of a number of ſeditious hand-bills among the ſhips; the ſeamen therefore reſolved to hold a convention of delegates on board the London at Spithead; for this purpoſe they proceeded in their boats alongſide that ſhip. Vice Admiral Colpoys reſolved to oppoſe, if poſſible, their coming on board, and cautioned them againſt acting as they had formerly done. He told them they had aſked a great deal, and obtained much, and he would not ſuffer them to proceed to demand more; that they ought to be contented; and if they offered to meet in convention, he would order the marines to fire on them. The delegates, however, perſiſted; the admiral ordered the marines to level their pieces at the delegates; in this ſituation the admiral again admoniſhed them, but to no purpoſe; a ſlight ſcuffle enſued; one of the delegates (all of whom were armed) fired at Lieutenant Sims, of the marines, and wounded him. The marines were then ordered to fire by the firſt lieutenant of the ſhip; they obeyed, and five ſeamen were killed, two of whom were delegates. The whole crew of the London now declared open hoſtility to the officers and marines; they turned the guns in the fore part of the ſhip towards the ſtern, and threatened to blow all aft into the water unleſs they ſurrendered: to this imperious menace, they were obliged reluctantly to ſubmit.

In conſequence of the orders which the firſt lieutenant had given to fire, the ſeamen were proceeding to hang him; but Admiral Colpoys interfered, and told them that that

A. D. 1797 officer had acted on inſtructions which he Admiral Colpoys had received from the Admiralty. Theſe inſtructions the ſeamen demanded, and obtained. They then confined Admiral Colpoys, Captain Griffiths, and the officers to their cabins, and made the marines priſoners. On the 11th the crew of the London expreſſed a wiſh that Admiral Colpoys and Captain Griffiths ſhould go on ſhore, which they accordingly did, accompanied by the Rev. Mr. Cole, the chaplain. The crews of ſeveral other ſhips behaved in a moſt riotous manner; many captains and officers, from their ſtrict adherence to diſcipline, were turned on ſhore; amongſt theſe, were Captain Halloway, of the Duke; Captain Alexander Hood, of the Mars; Captain Thomas Wells, of the Defence; Captain George Campbell, of the Terrible; Captain Nichols, of the Marlborough; Captain John Cooke, of La Nymphe; Captain William Bligh, of the Latona; with ſeveral others: they alſo obliged Vice Admiral Sir Alan Gardner, and three of the lieutenants, to quit the Royal Sovereign. Soon after the ſeamen of the Royal Sovereign, and ſome other ſhips, requeſted the vice admiral and their officers to return and reſume their commands, which Admiral Gardner declined until they agreed to receive alſo the three lieutenants which had been put on ſhore with him.

The fleet remained in this mutinous ſtate until the 14th, when Lord Howe arrived at Portſmouth with plenary powers, to enquire into and ſettle the matters in diſpute; he alſo brought with him an act of parliament which had been paſſed on the 9th, in compliance with the wiſhes of the ſeamen; and a proclamation of pardon for all who ſhould immediately return to their duty.

On the 15th the Delegates from the ſeveral ſhips landed, and proceeded to the governor's houſe at Portſmouth; and after having partaken of ſome refreſhments, marched in proceſſion to the Sally Port, where they embarked on board the men of wars barges, accompanied by Lord and Lady Howe, ſome officers, and perſons of diſtinction. Having viſited the ſhips at St. Helens, they proceeded to Spithead, where the crews of the ſhips under Sir Roger Curtis, who had juſt arrived from a cruize, were happily reconciled.

At ſeven in the evening Lord Howe landed, and the delegates

legates carried him on their ſhoulders to the governor's houſe. Affairs being thus adjuſted to the ſatisfaction of the ſailors, the flag of diſaffection was ſtruck, and the fleet put to ſea the next day to encounter the enemy.* A.D. 1797

The conceſſions of Parliament and its acquieſcence to the demands of the ſeamen, it was to be hoped would have reſtored general tranquility throughout the navy; but towards the end of May, a mutiny ſtill more alarming than the preceding, broke out on board the ſhips at the Nore and in the North Sea fleet, under a pretence of redreſs of other grievances, beſides what related to pay and proviſions.

The mutineers, in imitation of what had been done at Portſmouth, choſe two delegates from every ſhip, of whom a man of the name of Richard Parker was appointed Preſident; beſides theſe, there was, in each ſhip, a committee conſiſting of twelve men, who determined, not only all affairs relative to the internal management of the ſhip, but decided upon the merits of the reſpective delegates. On the 20th of May, they ſent the following ſtatement of their demands to Admiral Buckner, to be by him tranſmitted to the Admiralty; to which they peremptorily demanded compliance, as the only terms upon which they would return to obedience, viz.

Art. 1ſt. That every indulgence granted to the fleet at Portſmouth, be granted to His Majeſty's ſubjects ſerving in the fleet at the Nore, and places adjacent.

2d. That every man, upon a ſhip's coming into harbour, ſhall have liberty (a certain number at a time, ſo as not to injure the ſhip's duty) to go and ſee their friends and families; a convenient time to be allowed to each man.

3d. That all ſhips, before they go to ſea, ſhall be paid all arrears of wages down to ſix months, according to the old rules.

4th. That no officer that has been turned out of any of His Majeſty's ſhips, ſhall be employed in the ſame ſhip again, without conſent of the ſhip's company.

5th. That when any of His Majeſty's ſhips ſhall be paid, that may have been ſome time in commiſſion, if there are any preſſed men on board, that may not be in

* Appendix, Chap. II. No. 341.

A.D. 1797 the regular courſe of payment, they ſhall receive two months advance to furniſh them with neceſſaries.

6th. That an indemnification be made any man who run, and may now be in His Majeſty's naval ſervice, and they ſhall not be liable to be taken up as deſerters.

7th. That a more equal diſtribution be made of prize money to the crews of His Majeſty's ſhips and veſſels of war.

8th. That the Articles of War, as now enforced, require various alterations, ſeveral of which ought to be expunged therefrom; and if more moderate ones were held forth to the ſeamen in general, it would be the means of taking off that terror and prejudice againſt His Majeſty's ſervice, on that account too frequently imbibed by ſeamen, from entering voluntarily into the ſervice.

The committee of delegates of the whole fleet, aſſembled in council, on board His Majeſty's ſhip Sandwich, have unanimouſly agreed, that they will not deliver up their charge until the appearance of ſome of the Lords Commiſſioners of the Admiralty to ratify the ſame.

Given on board His Majeſty's ſhip Sandwich, by the delegates of the fleet, 22th May 1797.

To theſe demands, on the 22d of May, the Commiſſioners of the Admiralty replied, refuſing the principal part of them, and promiſed forgiveneſs to them, if they ſhould yet return to their duty. After Admiral Buckner had delivered this reply to the delegates of the fleet, they were allowed only ten minutes to conſider and return an anſwer; in place of doing which, they took to their boats, went into the harbour, and brought out all the gun-boats there, to the Great Nore; after they had paſſed the garriſon of Sheerneſs, the gun boats all fired at the fort, not, as they ſaid, with an intention of doing any damage, but to ſhew their diſlike of the fort. The determination of the delegates, in conſequence of the above anſwer from the Admiralty was, "That nothing could be ſettled till three of the "Board of Admiralty came down to Sheerneſs."

On the 23d, the mutineers at the Nore ſtruck the flag of Vice-Admiral Buckner on board the Sandwich, and hoiſted the red flag, the ſymbol of mutiny in its ſtead. They compelled all the ſhips which lay near Sheerneſs to drop

drop down to the Great Nore in order to concentrate the A.D.
ſcene of their operations; amongſt which was the St. 1797
Fiorenzo, which had been fitted up to carry the Princeſs of Wirtemberg to Germany.*

On the 24th the ſeamen received another letter, repeating the offer of pardon, to which a peremptory refuſal was ſent, ſigned by Richard Parker, their preſident.

At the commencement of the mutiny the Delegates came every day to Sheerneſs, where they held conferences, and paraded the ſtreets and garriſon. Parker, who was conſidered as the rebel admiral of the fleet, marched at the head of theſe proceſſions, which were accompanied with muſic and flags, and had a triumphal appearance calculated to make new converts to their illicit proceedings. The delegates and committee-men went on ſhore and returned on board as they pleaſed. This indulgence was ſoon put an end to, by the arrival of Lord Keith and Sir Charles Grey, who had been ſent down to ſuperintend the naval and military proceedings in that quarter.

On the 27th fourteen of the delegates went up the river Thames, to perſuade the crews of his Majeſty's ſhips lying in Long Reach to drop down to the Nore; they were fired at by the fort below Tilbury; and having landed at Gravеſend, were taken into cuſtody by the loyal inhabitants of that town; but on ſome pretence ſoon after recovered their liberty; when they prevailed on the crew of the Lancaſter to join them in the mutiny.

Matters had now riſen to ſuch an alarming height, that a deputation of the lords of the Admiralty † thought proper to go down to Sheerneſs. On the 29th their Lordſhips held a board at Commiſſioner Hartwell's houſe; the delegates were ſent for, and every conciliatory meaſure tried to induce the ſeamen to return to their duty; a declaration was read on board of all the mutinous ſhips; but this, and all the expoſtulations of their Lordſhips, proved ineffectual;

* This ſhip, whoſe crew were not to be ſeduced from their duty by the mutineers, was ordered to anchor cloſe under the guns of the Sandwich. A few days after, much to the honour of her gallant commander, Sir Harry Burrard Neale, the officers, and loyal crew, ſhe effected her eſcape, and proceeded to Harwich.

† Earl Spencer,
Lord Arden,
William Young, Eſq.
William Marſden, Eſq. Deputy Secretary

A.D. 1797 and finding, that inſtead of being inclined to ſubmiſſion, the mutineers grew more inſolent and diſobedient, their Lordſhips returned to town, firſt ſignifying to the ſeamen that they were to expect no conceſſions whatever further than what had already been made by the legiſlature, the benefit of which they might yet enjoy on returning to their duty.

The ſeamen now began to perceive their deſperate ſituation, and proceeded to take meaſures which indicated a deſign either to ſecure their preſent ſituation, or to ſeek ſafety by flight; ſome of the moſt violent among them ſuggeſted the idea of carrying the ſhips to the enemy; but the majority revolted at ſo treacherous a proceeding, though even adopted to ſave their lives, alledging, that a redreſs of grievances was their primary, and ſhould be their ultimate object.

With a view of extorting compliance with their demands, they ordered the Standard, Brilliant, Inſpector, and Swan, to get under weigh and moor acroſs the Thames, in order to prevent a free paſſage up and down the river to the London trade.

The ſhips of neutral nations, colliers, and a few ſmall craft, were ſuffered to paſs, having firſt received a paſſport, ſigned by Richard Parker, as preſident of the delegates.

In order to concentrate their force, all the ſhips which lay near Sheerneſs dropped down to the Great Nore. The line of battle ſhips were drawn up in a line, at about half a mile diſtant from each other, and moored with their broadſides a-breaſt. In the ſpace between the line of battle ſhips, the merchantmen and other veſſels which had been detained, were moored. As all communication was ſtopped with the ſhore, the mutineers ſupplied themſelves with water and proviſions from theſe veſſels; a party alſo landed on the Iſle of Grain, and carried off a number of ſheep and other proviſions, giving in return bills drawn by the delegates on the Admiralty.

The delegates ordered the ſhips of war to be ſupplied with ſtores out of the Grampus ſtore-ſhip, which had been equipped with naval and ordnance ſtores for the fleet in the Weſt-Indies. Notwithſtanding the enormity of their offence againſt the laws of diſcipline and the articles of war, the deportment of the ſeamen to their officers, with ſome exceptions, was reſpectful.*

On

* The Surgeon of the Montagne was [illegible] fearful of [illegible] removed [illegible]

On the 26th of May Admiral Duncan put to ſea with his ſquadron excepting the Montague and Naſſau, whoſe crews refuſed to get under weigh, under pretence of being in the courſe of payment. This ſad example was followed on the 29th and 31ſt by the reſt of the ſquadron, leaving with the admiral only the Venerable and Adamant. Symptoms of mutiny at one time began to appear on board the Venerable; the plot was however fortunately diſcovered before it came to maturity. Upon which the admiral ordered the hands to be turned up, and addreſſed them as follows:— "My lads, I am not in the ſmalleſt degree apprehenſive of "any violent meaſure you may have in contemplation; "and though I aſſure you I would much rather acquire "your love than incur your fear, I will, with my own "hand, put to death the firſt man who ſhall preſume to "diſplay the ſlighteſt ſymptom of rebellious conduct." Turning round immediately to one of the mutineers, "Do "you, Sir," ſaid he, "want to take the command of this "ſhip out of my hands?" "Yes, Sir," replied the fellow, with the greateſt aſſurance. The admiral immediately raiſed his arm with an intent to plunge his ſword into the mutineer's breaſt; the blow being prevented by the chaplain and ſecretary, who ſeized the admiral's arm, he did not attempt to make a ſecond; but with ſome agitation called to the ſhips' company; "Let thoſe who will ſtand "by me and my officers paſs over immediately to the "ſtarboard ſide of the ſhip, that we may ſee who are our "friends, and who are our opponents." In an inſtant the whole crew, excepting ſix, who had been the promoters of this diſturbance, ran over. Theſe were immediately ſecured in irons; but ſome time afterwards expreſſing themſelves truly penitent for what they had done, the admiral was induced to liberate them. A.D. 1797

On the 4th of June, being his Majeſty's birth-day, the whole fleet evinced its loyal diſpoſition by firing a royal ſalute, and diſplaying the colours uſual upon ſuch occaſions; the red flag was however kept flying at the main-top-maſt head of the Sandwich.

through the fleet, with ſome other officers who were obnoxious to the mutineers, and afterwards put on ſhore. Two midſhipmen of the Ardent were ducked, and ſeveral of the beſt ſeamen on board the Brilliant moſtly flogged, for ſpeaking diſreſpectfully of the delegates.

On

A. D. 1797 On the 6th in the morning the mutineers were joined by the Ardent, Agamemnon, Leopard, Iris, and Ranger floop, having deferted the fleet under Admiral Duncan in Yarmouth Roads.

Their whole force conſiſted of the following ſhips of war.

Ships.	*Guns.*	*Commanders.*
Sandwich -	90	{ Vice Admiral Buckner { Capt. J. R. Moſſe
Montague -	74	—— J. Knight
Agamemnon -	64	—— R. D. Fancourt
Ardent -	64	—— R. R. Burges
Inflexible -	64	—— Sol. Ferris
Monmouth -	64	—— Earl Northeſk
Director -	64	—— William Bligh
Naſſau -	64	—— Edw. O'Brien
Repulſe -	64	—— James Alms
Belliqueux -	64	—— J. Inglis
Standard -	64	—— J. Elliſon
Lion -	64	—— C. Cobb
Leopard -	50	—— W. Hargood
Iſis -	50	—— R. Watſon
Terpſichore -	32	—— R. Bowen
Iris -	32	—— T. Surridge
Brilliant -	28	—— H. Blackwood
Veſtal -	28	—— C. White
Proſerpine -	28	
Champion -	20	
Pyades -	16	—— Ad. Mackenzie
Inſpector -	16	—— C. Lock
Swan -	16	—— W. Stop
Comet (F. S.) -	14	
Grampus (S. S.) -	20	—— C. Came
Scrapis (S. S.) -	20	—— H. Duncan.

Upon the return of the Lords of the Admiralty to town, a cabinet council was immediately held, when it was determined to employ the moſt vigorous meaſures to reduce the rebels. A proclamation was iſſued for the ſuppreſſion of the mutinous and treaſonable proceedings of the crews of certain of his Majeſty's ſhips at the Nore; at the ſame time offering his Majeſty's pardon to all ſuch as ſhould immediately return to their duty.

On

On the 6th of June two bills were brought in, paſſed through both houſes of parliament, and received the royal aſſent: one "for better prevention and puniſhment of attempts to ſeduce perſons ſerving in his Majeſty's forces by ſea or land, from their duty and allegiance, or to entice them to mutiny or diſobedience." A.D. 1797

The other, "for the more effectually reſtraining intercourſe with the crews of certain of his Majeſty's ſhips now in a ſtate of mutiny and rebellion, and for the more effectual ſuppreſſion of ſuch mutiny and rebellion."

The moſt active meaſures were at the ſame time taken to compel the rebellious crews to ſubmit; the ſhores on both ſides were lined with batteries, the forts at Tilbury, Sheerneſs, and Gravefend, were furniſhed with furnaces for red hot ſhot. The buoys at the Nore and along the coaſt were removed. The Neptune, of 98 guns, commanded by Sir Erafmus Gower as commodore, manned with volunteers, raiſed by ſubſcription of the merchants of London; with the Lancaſter, of 64, whoſe crew had returned to their duty, accompanied by the Agincourt, and ſeveral gun boats, were ordered to drop down the river, and proceed to attack the rebels.

The firmneſs of the mutineers began at length to be a little ſhaken, and they were determined to try once more to effect a reconciliation with government through the medium of the Earl of Northeſk. For this purpoſe on the 6th of June, the two delegates of the Monmouth were rowed on board that ſhip, and informed his lordſhip that it was the pleaſure of the committee that he ſhould immediately accompany them on board the flag ſhip, as they had propoſals to make leading to an accommodation; his lordſhip complied, attended by one officer: he found the convention in the ſtate cabin, conſiſting of ſixty delegates, with Parker ſitting at their head.

Before they entered upon buſineſs, the preſident demanded of the perſon who accompanied Lord Northeſk, "who "he was?" the anſwer was "an officer of the Monmouth, "who accompanied the captain as ſecretary."—"Who "knows him? Say, delegates of the Monmouth what "kind of man is he?" The two delegates ſtated, he was a worthy good man; on which it was unanimouſly voted he might attend the conference. Parker then ſaid to Lord Northeſk, "That the committee, with one voice, had "come to a declaration of the terms on which alone, with-

"out

A.D. 1797 "out the ſmalleſt alteration, they would give up the ſhips, "and that they had ſent for him as one who was known to "be the ſeamen's friend, to be charged with them to the "king, from whom he muſt pledge his honour to return "on board with a clear and poſitive anſwer within fifty-"four hours."

Parker then read the letter, which is ſaid to contain ſome compliments to his Majeſty's virtues, and many ſevere ſtrictures on the demerits of his miniſters. His lordſhip informed the delegates, that "he certainly would bear the "letter as deſired; but he could not, from the unreaſon-"ableneſs of the demands, flatter them with any expecta-"tion of ſucceſs."

They perſiſted that the whole muſt be complied with, or they would immediately put the fleet to ſea. Parker then delivered the following paper to Lord Northeſk to ratify his credentials; he was rowed on board the Duke of York Margate packet with three cheers from the Sandwich.

"*Sandwich, June* 6, 3 *P. M.*

"To Captain Lord NORTHESK.

"You are hereby authorized and ordered to wait upon "the King, wherever he may be, with the reſolutions of "the committee of delegates: and are directed to return "back with an anſwer within fifty-four hours from the "date hereof.

"R. PARKER, Preſident."

Lord Northeſk proceeded to London with this diſpatch; and after ſtopping a ſhort time at the Admiralty, he attended Earl Spencer to the King. The demands of the ſeamen were rejected as exorbitant and unreaſonable. Captain Knight, whom they had permitted to go on ſhore upon the promiſe to return, carried down the refuſal of the Lords of the Admiralty.

All hopes of accommodation being now at an end, meaſures were taken by Lord Keith and Sir Charles Grey to attack the fleet from the works at Sheerneſs, with gun-boats, &c.; but fortunately on the 9th of June ſymptoms of diſſolution appeared among the mutineers, which rendered the application of force unneceſſary. On that day the Repulſe and Leopard made their eſcape, the latter up the Thames; but the Repulſe unfortunately ran a-ground, and

and in that helpleſs ſituation was purſued and fired upon in a moſt brutal manner by the Monmouth; happily no lives were loſt; Lieutenant Delanoe loſt his leg, and a ſeaman was wounded.* At night the Ardent effected her eſcape, and in paſſing the Monmouth fired at her, and killed or wounded ſeveral of the crew. A.D. 1797

Confuſion and diſcord now pervaded the rebel councils; and it was evident that the combination was falling to pieces. On the 10th ſeveral of the other mutinous ſhips ſtruck the red flag, and the trade was allowed to paſs up the Thames. On the 12th moſt of the ſhips followed their example, and ſignified a deſire of returning to obedience; only ſeven having then the flag of defiance flying.

The next morning the Agamemnon, the Standard, the Naſſau, the Iris, and the Veſtal, deſerted the rebels, and went up the Thames, or under the guns at Sheerneſs; the crews however of theſe veſſels were far from being unanimous, as ſeveral men were killed or wounded in the ſtruggles which took place on board them, between the partizans of the officers and thoſe of the ſeamen.

This defection of their comrades appears to have excited the utmoſt deſpair in Parker; and the other leaders of the mutiny; their conduct became harſh, and their language leſs intemperate.

On the 13th the crews of all the ſhips intimated an inclination to ſubmit, provided a general pardon ſhould be granted. The crew of the Sandwich was particularly deſirous, and Parker did not oppoſe this ſpirit—a ſpirit greatly accelerated by the arrival on board of Lieutenant Mott, with the proclamations, acts of parliament, &c. of which the men complained they had been kept in ignorance till that period. In the courſe of the evening the men reſolved to ſubmit and accept of the king's mercy, conceiving, no doubt, that it would be extended to thoſe who had not known to what extent they had offended. In this ſtate the crew of the Sandwich carried the ſhip under the guns of the fort at Sheerneſs the next morning; upon which Admiral Buckner ſent his boat with a guard of ſoldiers to arreſt Parker, and bring him on ſhore: as ſoon as he had heard that a boat was come alongſide for him, he ſurrendered him-

* Lieutenant Delanoe was promoted to be maſter and commander, [illegible] a day; [illegible] ſtation [illegible]

A. D. felf to four of the fhip's crew to protect him from the out-
1797 rages of the reft of the feamen, whofe vengeance he feared; upon this the officers of the Sandwich delivered Parker, and a delegate by the name of Davies, who had acted as captain under him, with about thirty more of the delegates, into the hands of the Marines; thefe were landed amidft the hiffes of the furrounding multitude, and committed to the black hole in the garrifon of Sheernefs. On the firft appearance of the foldiers, one of the delegates, Wallace, of the Standard, fhot himfelf dead, and was afterwards buried in the highway.

On the 22d of June the trial of Richard Parker commenced on board the Neptune, of 98 guns, off Greenhithe. The Court was compofed of the following members, viz.

Prefident,
Vice Admiral Sir Thomas Pafley, Bart.
Captains,

Sir Erafmus Gower, Knt.	Henry Edwin Stanhope,
John Markham.	John Williamfon,
John Wells,	Sir Thomas Williams, Knt.
Edward Riou,	Richard King,
Richard Lane	William Pierrepont,
Edward Ramage.	

The charge was read by Mr. Benfield, Judge Advocate; it accufed the prifoner of various acts of mutiny committed on board his Majefty's fleet at the Nore; of difobedience of orders; and of contempt of the authority of his officers.

Captain Mofs, of the Sandwich, attended as profecutor on the part of the crown. Vice Admiral Buckner was the firft witnefs called, and depofed that he faw the prifoner Parker parade about the town of Sheernefs about the 20th of May, with an aflemblage of people with a red flag difplayed; at that time he went on board the Sandwich to announce to the feamen of that fhip, and others, his Majefty's proclamation of pardon, provided they returned immediately to their duty, on the fame terms as thofe granted to their brethren at Spithead. On his going on board he faw no mark of refpect whatever fhewn him; the officers were without their fide arms, and were deprived of all command. Finding all his endeavours to bring the crew to their duty ineffectual, he returned on fhore. On the 23d, his flag on board the Sandwich was ftruck without his orders. On the evening

evening of that day, as he was examining the complaints alledged againſt two marines, who had been brought in by a party of the military, the priſoner, and a man named Davies, with three or four others, came abruptly into the Commiſſioners' houſe at Sheerneſs, and demanded "Why "thoſe men (the marines) were in cuſtody?" informing the admiral at the ſame time that "his flag was ſtruck: "that he had no longer any authority; and that the power "was in their hands!" They then (Parker being their ſpokeſman) took the men away, as they ſaid, "to try "them for being on ſhore:" Parker adding, on the admiral's remonſtrating with him on the outrageous nature of his conduct, that "he was not to be intimidated." About the 4th of June the admiral received a letter from the priſoner Parker, in which he ſtiled himſelf "Preſident of the Com-"mittee of Delegates;" ſtating, that "the adminiſtration "had acted improperly in ſtopping the proviſions for the "men; and that the fooliſh proclamation was calculated to "inflame the minds of honeſt men." A.D. 1797

Captain Surridge, of the Iris; and Captain Manley Dixon, of l'Eſpion, the latter of whom accompanied Admiral Buckner on board the Sandwich, confirmed the admiral's teſtimony.

Lieutenant Juſſice, of the Sandwich, proved a general mutiny; and that his orders, (he then being commanding officer) had been diſobeyed; that at the commencement of the mutiny he received an official paper, ſent by Admiral Buckner, reſpecting the vote of the Houſe of Commons granting the ſum of 372,000l. to anſwer the expences incurred by a compliance with the requiſitions of the ſeamen at Portſmouth; that he read it to the crew, who received the intelligence with three cheers.

The next material evidence which affected the priſoner was given by Captain Wood, of the Hound ſloop. When that ſhip arrived at the Nore on the 2d of June, Parker came on board and told him, that "he (the priſoner) had "the honour of repreſenting the whole fleet;" he adviſed him "not to be ſo violent to ſome of the delegates as he "had been." He told Captain Wood, "that he did not "like the ſhip's company; that he knew they were attach-"ed to him, for which reaſon he ſhould put the ſhip in a "ſafe birth, where ſhe could not make her eſcape."

Parker

A.D. 1797 Parker gave orders accordingly to the pilot "to carry the "ſhip as cloſe to the Sandwich as poſſible."

In obeying theſe orders, the pilot having diſpleaſed the priſoner in ſome of the proceedings, he ſaid to him in a threatening language, "You have committed one miſtake, "take care you do not commit another; if you do, I will "make a beef ſteak of you at the yard arm." Before the priſoner left the Hound, he harangued the ſhips' company, and aſked if they had any complaints againſt their officers; that thoſe they diſliked ſhould be turned on ſhore. Some other evidences were called, which proved in the cleareſt manner his having given directions to the Monmouth and Director to fire upon the Repulſe when ſhe got under weigh to eſcape. On the fourth day of his trial Parker was put upon his defence, which was as follows:

"As I have been at ſea from my youth, as is well known to this Court, I hope it will not be expected that I ſhould dreſs up my defence in the language a lawyer would have done, if I could have employed one. Nothing ſupports me but the conſciouſneſs that what I did was in compliance with orders, for the purpoſe of rendering it leſs diſaſtrous than it would otherwiſe have been, had I not entered into the mutiny. Every thing I did was ſolely for the purpoſe of conciliation. I was on ſhore when Admiral Buckner came on board; and told the admiral afterwards I was ſorry he had not been received with the uſual marks of reſpect, and the ſhips ſhould cheer him if he wiſhed it. The admiral had ſtated that a buſtle was made to man the ſide; this buſtle was made at the riſk of my life. An opinion had been propagated on board the different ſhips, that Admiral Buckner was not competent to ſettle the diſcontents ſubſiſting in the fleet; and the Inflexible had declared, that if any reſpect was ſhewn to the admiral, they would come alongſide of the Sandwich and ſink her. Notwithſtanding all that had been ſaid reſpecting the Sandwich, it was not there the mutiny began; it originated in the Inflexible; and there it was always the moſt violent. Admiral Buckner's flag was hauled down without my knowledge; it was ſtruck when he was going on ſhore with the propoſitions of the Committee.

"With regard to the marines who were taken from the admiral's houſe, the admiral permitted me to examine them, and, upon my putting ſome queſtions, the admiral obſerved,

obſerved, " Now, Parker, you are coming to the point." A.D.
The marines were then delivered to the delegates, and it 1797
was deſired that they ſhould be confined when they went on board.

When he ſaw Admiral Buckner, after his flag was ſtruck, the Admiral ſaid, " Parker, my flag is ſtruck; " conſider my feelings." He anſwered, " I have feel- " ings, Admiral Buckner, and I do conſider your's; I am " ſorry to ſee it, but it is not in my power to prevent it."

Captain Surridge of the Iris, ſays, he recollects my being athore the laſt time, and ſaw the delegates of the North Sea fleet give me the additional articles; this evidence ſays, he never ſaw any diſreſpect in me.

I went to Captain Wood, in order to befriend him; though he was ſent out of the ſhip, I never knew it till he depoſed it, and he did not produce the men who told him that I ordered it.

Parker then recapitulated much of the evidence without any comment. To account for his being on board the Director, he ſaid, he went to order the band to play the tune, God ſave the King, Rule Britannia, and Britons Strike Home. When he was told the Director was preparing to fire, he went directly on board to prevent it; and having firſt in vain addreſſed the crew, he aſked if ſhe would ſlip her cable, to ſee how far they would go, and was glad to find them refuſe; but they being determined to fire, he was obliged to yield to the ſtorm, and pretend to join in an act his heart abominated.

He then animadverted on a few points of Barry's evidence, who had depoſed to his having given orders and even fired ſome of the Monmouth's guns at the Repulſe; declaring he (Barry) muſt have miſtaken him for ſome other perſon. Perceiving that the Monmouth was very active in firing on the Repulſe, he went on board to endeavour to appeaſe the crew. It would have been an idle Quixotic adventure, to attempt at that time of the tide, to follow the Leopard. He ſhould prove that the Director and Monmouth both fired on the Repulſe before he went on board. Before the Sandwich was delivered up to her officers, a ſignal was made for the delegates to aſſemble on board the Montague, and their proceedings then were extremely violent, and he did not go.

I have (ſaid he) only a few words to add, not to remind

A.D. 1797 the Court that where mercy can have place it ought to be ſhewn, being convinced from the candid manner in which they have acted, that juſtice will be done; but to requeſt, that they would be pleaſed to ſcrutinize the evidence of Barry with the utmoſt rigour. I have ſaid this for the purpoſe of clearing my character, which is dearer to me than a thouſand lives; and however my conduct has been repreſented in the public prints, I truſt my innocence will appear. My country allows me juſtice, and juſtice I am ſure I ſhall have from this honourable Court.

Having finiſhed his defence, which he read from a paper, he was allowed by the Court to withdraw a little.

Lord Northeſk, Captain of the Monmouth, and Captain Knight of the Montague, were then called, to prove that at the time they were on board the Sandwich, not only Parker but all the delegates manifeſted the greateſt ſigns of loyalty. Several other witneſſes were called, whom he examined with great ability; but was unable to diſprove the charges brought againſt him, particularly that of ordering the men on board the Director and Monmouth to fire into the Repulſe.

The priſoner having no more witneſſes to call, the Court was cleared; and in about two hours afterwards it was again opened, and the following ſentence was pronounced. "That the whole of the charges are fully proved; that the "crime is as unprecedented as wicked; as ruinous to the "navy, as to the peace and proſperity of the country: the "Court doth therefore adjudge him to death; and he is "ordered to ſuffer death accordingly, at ſuch time and "place as the Lords Commiſſioners of the Admiralty, or "any three of them ſhall appoint."

The ſentence being paſſed, Parker with a degree of fortitude and undiſmayed compoſure, which excited the aſtoniſhment and admiration of every one preſent, addreſſed the Court as follows:—

"I have heard your ſentence—I ſhall ſubmit to it without a ſtruggle—I feel thus, becauſe I am ſenſible of the "rectitude of my intentions.—Whatever offences may have "been committed, I hope my life will be the only ſacrifice—I truſt it will be thought a ſufficient atonement. "Pardon, I beſeech you, the other men—I know they "will return with alacrity to their duty."

On the 29th of June, Parker was executed on board the Sandwich:

Sandwich; he died very penitent and with great compo- A.D.
ſure; he ſolemnly denied having the leaſt connection or 1797
correſpondence with any diſaffected perſons on ſhore, and declared, that it was chiefly owing to him, that the ſhips had not been carried into an enemy's port.

When taken on the quarter-deck, the Chaplain informed him, he had ſelected two pſalms appropriate to his ſituation; to which Parker aſſenting, ſaid, "And with "your permiſſion, Sir, I will add a third," and named the 51ſt—"Have mercy upon me, O God, after thy great "goodneſs; according to the multitude of thy mercies, do "away my offences," &c. Prayers being ended, he roſe up and aſked Captain Moſs, "If he might be indulged "with a glaſs of white wine?" which being granted, he took it, and lifting up his eyes, exclaimed—"I drink firſt "to the ſalvation of my ſoul!—and next to the forgiveneſs "of all my enemies!"—Addreſſing himſelf to Captain Moſs, he ſaid, "he hoped he would ſhake hands with him;" which Captain Moſs did; "he then deſired that "he might be remembered to his companions on board "the Neptune; with his laſt dying entreaty to them, to "prepare for their deſtiny, and refrain from unbecoming "levity!" Being then led to the ſcaffold on the forecaſtle, he aſked Captain Moſs, "whether he might be allowed "to ſpeak?" and immediately apprehending his intention might be miſconceived, he added, "I am not going, Sir, "to addreſs the ſhip's company—I wiſh only to declare, "that, I acknowledge the juſtice of the ſentence under "which I ſuffer, and I hope my death may be deemed a "ſufficient atonement, and ſave the lives of others."—He requeſted "a minute to recollect himſelf,"—and knelt down alone about that ſpace of time; then riſing up ſaid, "I am ready,"—and firmly walked up to the extremity of the ſcaffold—dropped his handkerchief, and the gun being inſtantly fired, he was run up to the yard-arm.

The court-martial continued ſitting and trying the other mutineers, more than a month; during which time a great number received ſentence of death; ſeveral were ordered to be flogged from ſhip to ſhip; and others confined in the Marſhalſea for a certain time. Many of the ringleaders were executed; a conſiderable number remained under ſentence, confined on board the priſon ſhip in the River Thames; but on the ſignal victory obtained by Admiral

A.D. 1797 Duncan over the Dutch fleet, his Majeſty ſent a general pardon to theſe unhappy men.

On the 7th of June, a numerous and reſpectable meeting of the merchants, ſhip-owners, inſurers, and others concerned in commerce and navigation, was held at the Royal Exchange, and came to the following reſolutions.

"That the diſorderly and mutinous proceedings of part of the fleet at the Nore, derogatory to the long eſtabliſhed diſcipline, and glory of the Britiſh navy; ſubverſive of the deareſt intereſts of theſe kingdoms, and directly tending to encourage, and to aid the hoſtile deſigns of our foreign enemies, are beheld by this meeting, with extreme concern, indignation, and abhorrence.

"That in this great commercial nation, an union of merchants, ſhip-owners, and others intereſted in navigation, muſt have a powerful influence in counteracting a mutinous diſpoſition at any time prevalent among a part of our ſeamen, and that it is the determination of the underſigned to adopt, and to encourage whatever meaſures may tend at this important criſis, to the reſtoration of good order and diſcipline in every part of the Britiſh navy."

"That no ſeaman ſhall be henceforward employed in the ſervice of the underſigned, who cannot produce a certificate from his former commander or commanders in the navy, of his orderly and obedient conduct, or (in caſe of his having had any ſhare in the preſent diſturbances in the fleet) of his having returned to his duty; and of his ſubmiſſion being accepted, as required by the Act of Parliament now paſſed."

"That a requeſt be made to the Lords Commiſſioners of the Admiralty, that the Captains in the royal navy be furniſhed with proper forms of certificates to facilitate the iſſuing thereof, and to prevent impoſition.

"That it be recommended to all merchants and ſhip-owners to direct and require, that their ſeveral maſters, and other officers, be aiding and aſſiſting, wherever required, in his Majeſty's ſervice; and that they excite and encourage all ſeamen to follow their example."

"That it be expedient to raiſe a fund, by voluntary ſubſcription, to be diſpoſed of at the diſcretion of a committee to be choſen from this meeting, for the purpoſe of detecting and bringing to public juſtice ſuch lurking traitors as may have excited and fomented the preſent mutiny at the Nore;

Nore; and of affording additional encouragement to ſuch well-diſpoſed perſons as may, by early and vigorous exertions, contribute to its ſuppreſſion." A.D. 1797

"That the thanks of this meeting be tranſmitted to the captains, officers, and crews of the St. Fiorenzo and Clyde, for their ſpirited conduct in carrying their ſhips through the mutinous fleet.—Alſo to the captains, officers, and crews of the Serapis and Diſcovery, who have, highly to their honor, and at great peril, detached themſelves from the fleet at the Nore, and carried their ſhips into the Medway."

"That the thanks of this meeting be publicly made known to all the officers and ſeamen who are ſtaunch in their adherence to the cauſe of their king and country, and have diſplayed a marked contempt of the traiterous and wicked practices made uſe of to ſwerve them from their duty and allegiance."

A committee of the moſt reſpectable merchants, &c. was accordingly choſen, and a moſt liberal ſubſcription entered into; in a ſhort time it amounted to upwards of 5000l. The Bank of England and Eaſt India Company ſubſcribed 500l. each. One hundred guineas reward was offered for apprehending any perſon or perſons who had excited and fomented the mutiny at the Nore; and as an encouragement to thoſe who ſhould enter voluntarily on board the ſhips of war and gun-boats, which were fitting out in the river for the ſuppreſſion of the mutiny—to every petty officer two guineas, and every ſeaman one guinea.

About the middle of June, a ſquadron was ſent from Spithead, under the command of Sir Roger Curtis, to join Admiral Duncan in the North Seas.*

On the 15th of June, La Pompee of 80 guns, Captain Vaſhon, one of Lord Bridport's fleet, returned to Spithead, in conſequence of a moſt dangerous conſpiracy, which was happily diſcovered before ready for execution. On the 20th, a court-martial aſſembled on board the Royal William at Spithead, to try ſix of the principal mutineers of the Pompée—conſiſting of the following members, viz.

* Appendix, Chap. II. No. 342.

A.D. 1797

Preſident,

The Hon. Thomas Pakenham.

Peter Aplin.	Robert Montagu.
Jonathan Faulkner.	Francis Pickmore.
Thomas Peyton.	J. Sidney Yorke.
Hon. A. R. Legge.	Scory Barker.
R. Gambier Middleton.	Ph. Wilkinſon.
Piercy Fraſer.	Hon. Charles Herbert.

The trial laſted till the 23d, when the charges having been proved in the cleareſt manner againſt four of them, they were ſentenced to ſuffer death; one to be impriſoned twelve months, and the other acquitted. On the 28th, two of the mutineers were executed on board the Pompée, and the two others received his Majeſty's pardon.

The ſevere puniſhments (even death) which were daily inflicted on ſeveral of the mutineers, did not altogether deter the crews of many of the ſhips of war*, from manifeſting at times, a conſiderable degree of diſobedience and mutiny. Courts-martial were ſitting almoſt the whole ſummer to try theſe deluded and diſaffected men, many of whom were condemned and ſuffered death, while others were ſeverely flogged.

On the 27th of July, the ſquadron under Sir John Borlaſe Warren†, being on a cruize off Uſhant, at day-light in the morning diſcovered 14 ſail of veſſels, eſcorted by a

* Ships whoſe men were the moſt riotous.

Royal Sovereign—2 men condemned to death.
Saturn—11 men condemned to death.
Mars—1 man condemned to death—1 confined in ſolitary cells.
Marlborough.
Bedford—1 man condemned to death.
Ardent—1 man condemned to death - 1 flogged.
Grampus—3 men condemned to death—2 confined in ſolitary cells.
Beaulieu—8 men condemned to death—1 flogged.
Phœnix—1 man condemned to death—1 flogged—2 confined in ſolitary cells.
Calypſo—6 men condemned to death.

† Squadron under Sir John B. Warren.

Pomone	-	44	Sir John B. Warren, K. B.
Artois	-	40	Sir Edmund Nagle, Knt.
Anſon	-	44	Ph. C. Durham.
Sylph	-	16	J. C. White.
Dolly (cutter)		10	

frigate,

frigate, corvette, and an armed brig, ſtanding into Ho- A.D.
dierne Bay. Upon ſeeing the Britiſh ſquadron, the enemy 1797
puſhed in for the land; the corvette and armed brig eſcaped round the Penmarks; but the frigate not being able to get out of the bay, cut away her maſts, and ran aſhore. Captain White, in the Sylph, with great gallantry ſtood in and anchored with a ſpring on his cable within piſtol ſhot of the frigate, and by a well directed and inceſſant fire, prevented her crew from uſing any means to ſave the ſhip or ſtores. The next day the frigate, which proved to be La Caliope, of 36 guns and 250 men, was entirely deſtroyed. Eight of the convoy were taken, and two burnt. Theſe veſſels were chiefly laden with naval ſtores, proviſions, and clothing.

The Sylph had ſix men wounded in her attack on the French frigate.

On the 31ſt of July the Artois, of 40 guns, commanded by Sir Edmund Nagle, when reconnoitering the harbour of Rochelle, run upon a ſand bank and was totally loſt; the crew was ſaved by the Sylph.

On the 11th of Auguſt the ſquadron* under Sir John Warren attacked ſeveral ſmall armed veſſels, which had taken ſhelter with their convoy under the guns of the fort at the entrance of the river Sable D'Olonne, one or two of which he ſunk, and did conſiderable damage to the fort. On the 27th the ſquadron chaced and captured five ſail of an enemy's convoy off the Garonne, and drove on ſhore Le Petit Diable cutter, which was their convoy; ſhe mounted 18 guns, and was manned with 100 men, ſome of whom periſhed in their attempts to get on ſhore.

On the 20th Captain Thomas Wolley, in the Arethuſa, of 38 guns, on his paſſage from the Weſt-Indies, fell in with, and after an action of half an hour, captured La Gaieté French corvette of 20 guns, and 186 men, commanded by M. Guiene Enſeigne de Vaiſſeau. A French armed brig, L'Eſpoir of 14 guns, was in company with La Gaieté, but kept to windward during the action; when ſeeing the fate of her companion, ſhe made off. The

Ships.	*Guns.*	*Commanders.*	*Killed and wounded on the 11th*	
* Pomone -	44	Sir J. B. Warren,	1 -	3
Jaſon -	32	Charles Stirling.		
Triton -	32	John Gore.		
Sylph -	18	J. C. White.	- -	4

A.D. 1797 enemy had two men killed, and eight wounded. The Arethuſa one ſeaman killed, and three wounded.

On the 31ſt, the Penguin brig of 16 guns, Captain Pulling, being on a cruize off the coaſt of Ireland, fell in with, and after a ſhort action, and a great deal of judicious manœuvring on his part, captured L'Oiſeau French privateer of 18 guns, and 119 men; and recaptured her prize, the Expreſs, of Dartmouth, formerly a French privateer of 12 guns. The enemy had one man killed and five wounded.

On the of September a court-martial aſſembled on board the Cambridge in Hamoaze, to enquire into the cauſe and circumſtances of the loſs of his Majeſty's ſhip Amazon; and to try Captain Robert Carthew Reynolds, the officers and company of the ſaid ſhip, for their conduct upon that occaſion.

"When it appeared, that his Majeſty's ſhip Amazon was loſt after a well diſputed action with a French ſhip of 74 guns, Les Droites des Hommes, in Audierne bay; the Amazon having ſuffered materially in her maſts and rigging, and being far in ſhore at the cloſe of the engagement. And the Court is of opinion, that too much praiſe cannot be given to the captain, officers and crew, of the Amazon; by which, in conjunction with the Indefatigable, a ſhip of the enemy's line was deſtroyed: and the Court do conſider the loſs of the Amazon to be the reſult of a noble purſuit of an enemy on her own coaſt; and, with reſpect to it, do conſequently acquit Captain Reynolds, his officers and crew, with every ſentiment of its higheſt approbation. And Captain Reynolds, his officers and crew, are hereby moſt honourably and fully acquitted accordingly."

Admiral Duncan had blocked up the Texel during the whole ſummer, where the Dutch had a conſiderable fleet ready for ſea, under the command of Admiral de Winter. Early in October the Britiſh fleet being in want of ſome neceſſary repairs, put into Yarmouth Roads; in the mean time Admiral Duncan left a ſmall ſquadron of obſervation off the Texel, under the command of Captain Trollope.*

* Squadron under Captain Trollope.

Ships.	Guns.	Commanders.
Ruſſel	74	Captain Henry Trollope
Iris	32	William Mitchel
Beaulieu	40	Francis Fayerman
Circe	28	P. Halket
Martin	16	Hon. C. Paget

The

The Dutch availed themſelves of this favourable opportu- A.D.
nity to put to ſea; which was intimated to Admiral Duncan 1797
on the morning of the 9th of October, by a ſignal from a veſſel at the back of Yarmouth Sands. The whole of the Britiſh fleet immediately got under weigh with the greateſt alacrity, and were out of ſight in the afternoon. At nine in the morning of the 11th the admiral got ſight of Captain Trollope's ſquadron, with ſignals flying for an enemy to leeward. Admiral Duncan immediately bore up, and made the ſignal for a general chace, and in leſs than an hour came within ſight of the enemy, forming in a line on the larboard tack to receive him.*

As Admiral Duncan approached near, he made the ſignal for the fleet to ſhorten ſail and form in cloſe order. Soon after he ſaw the land between Camperdown and Egmont, about nine miles to leeward of the enemy; and finding there was no time to be loſt in making the attack, at half paſt eleven he made the ſignal to bear up, break the enemy's line, and engage them to leeward, each ſhip her opponent; and by theſe means he got between them and the land, whither they were faſt approaching. Admiral Duncan's ſignals were obeyed with great promptitude. Vice Admiral Onſlow, in the Monarch, bore down in a moſt gallant manner on the enemy's rear, and was followed by his whole diviſion. About half paſt twelve he broke through the enemy's line, paſſed under the Dutch vice-admiral's ſtern, and engaged him to leeward. Admiral Duncan intending to engage the Dutch commander in chief, was prevented by the States General of 76 guns, bearing a blue flag at the mizen, ſhooting cloſe up with him; the admiral therefore run under his ſtern, engaged him cloſe, and ſoon forced him to quit the line. The Venerable then fell alongſide of the Dutch admiral, who was for ſome time well ſupported, and kept up a very heavy fire. At one o'clock the action was pretty general, except by two or three van ſhips of the enemy's line, which got off without the ſmalleſt apparent injury, and entered the Texel the following day. The action continued with unabating fury for near two hours and a half, when all the maſts of the Dutch admiral's ſhip went by the board; ſhe was, however, defended for ſome time after in a moſt gallant manner; at

* Appendix, Chap. II. No. 343, Britiſh and Dutch Fleets

length

A.D. 1797 length finding all further reſiſtance vain, ſtruck her colours to the Venerable. Admiral de Winter himſelf being, it is ſaid, the only man left on the quarter deck who was not either killed or wounded.

About the ſame time the Dutch vice admiral appeared diſmaſted, and ſurrendered to Vice Admiral Onſlow. Several others of the Dutch had likewiſe ſtruck; but the admiral finding himſelf in only nine fathoms water, and but five miles from the land, had his attention ſo much occupied in getting the heads of the crippled ſhips off ſhore, that he was not able to diſtinguiſh the number which were captured; and the wind blowing conſtantly on the land, the Britiſh ſhips were unavoidably diſperſed. Some of the veſſels which had ſtruck, took advantage of the night to eſcape; and two or three of them were ſeen going into the Texel the following morning.

The ſhips, however, which were ſecured, were ſeven ſail of the line, two of 56 guns, and two large frigates; the Delft, of 56 guns, foundered; one of the frigates was alſo loſt, the other was driven on the coaſt of Holland, and retaken.

A more bloody conflict than this is not recorded in the naval hiſtory of Britain ſince the famous Dutch wars. The loſs ſuſtained in killed and wounded on board nine ſhips only of Admiral Duncan's fleet, was upwards of 700. The only officer of note killed was Captain Burgeſs, of the Ardent, who led his ſhip into action in the moſt gallant manner, and fell moſt nobly ſupporting his brave admiral, one of whoſe ſeconds he was.* The carnage on board of the Dutch ſhips muſt have been dreadful, if we are to judge from the deſtruction made on board the two which bore the admirals flags, each having not leſs than 250 killed and wounded.

The Dutch vice-admiral Reintjies was ſeverely wounded, of which he died ſoon after his arrival in England.

The wind continuing to blow ſtrong, and in general on the enemy's coaſt, it was with ſome difficulty that Admiral Duncan could keep off the land, and get over to the Britiſh coaſt; many of his own ſhips, particularly the Venerable

* Captain Burgeſs, as an officer, was highly eſteemed and reſpected; his death, though glorious, became a public loſs. In private life he was beloved; ſo was his fate lamented by his friends.

and

and Monarch, as well as the prizes, being in ſo bad a condition. The gallant admiral, however, arrived at the Nore on the 16th of October, with the trophies of his glorious victory. A.D. 1797

On the 17th his Majeſty was graciouſly pleaſed to create Admiral Duncan a Baron and Viſcount of Great Britain, by the titles of Baron Duncan of Lundie, and Viſcount Duncan of Camperdown. At the ſame time Vice Admiral Onſlow was created a baronet; gold medals were ſtruck to commemorate the victory, and preſented to the admirals and captains, to be worn in the ſame manner as thoſe given on Earl Howe's victory.

The Thanks of both houſes of parliament were voted to the fleet. The city of London preſented Admiral Duncan with its freedom, and a ſword of 200 guineas value; and to Vice Admiral Onſlow the freedom and a ſword of 100 guineas value.

On the 30th of October his Majeſty embarked at Greenwich on board the Royal Charlotte Yacht, for the purpoſe of viſiting his fleet at the Nore under Admiral Duncan, to thank them in perſon for their late gallant ſervices.

His Majeſty was attended by Earl Spencer, Lord Hugh Seymour, Admiral Gambier, and Mr. Marſden, of the Board of Admiralty; Sir Andrew Snape Hammond, Comptroller of the Navy, and other commiſſioners.

The veſſels attending his Majeſty were as follows, and thus arranged:

	King's Cutter,	
	The Royal Charlotte, Capt. Henry Trollope;	
An armed brig	Princeſs Auguſta, Capt. Edward Riou;	An armed brig
	Mary, Capt. Phillips;	
	King's Cutter.	

The wind being contrary, and blowing hard, the yachts did not reach the Nore until the next day, when the wind ſtill continued adverſe and increaſed much in violence; and at laſt being found utterly impracticable to get any further, it was reſolved, on account of the important buſineſs

A. D. 1797 neſs which required his Majeſty's preſence in town, to return to London without accompliſhing the object of the royal excurſion.

At ten in the morning on the 1ſt of November, his Majeſty and ſuite landed at Greenwich; and after breakfaſting with Lord Hood, Governor of the Royal Hoſpital, returned to town.

Before his Majeſty left the Queen Charlotte yacht, he created Captain Trollope a knight baronet.

At the interceſſion of Admiral Duncan, his Majeſty's gracious pardon was given to 185 of the mutineers, confined on board the Eagle priſon ſhip at Chatham.

The following are the Accounts given by the Dutch of this important Victory to their Government.

LETTER from Admiral DE WINTER.

"With the deepeſt impreſſure of grief I inform you, that yeſterday morning, October 11, we diſcovered the Engliſh fleet; I immediately formed into a line of battle on the ſtarboard tack, and did every thing in my power to keep the ſhips as cloſe together as poſſible; but my orders for this purpoſe could not be completely obeyed, on account of the unſteadineſs of the wind, the high ſea, and the bad ſailing of ſome of the veſſels. At eleven o'clock the enemy attacked the rear of the line, which they broke through with great reſolution. This I ſaw with ſome pleaſure, becauſe I always entertained hopes that the reſt of the fleet would cloſe up, and therefore I made the ſignal to the headmoſt ſhips to ſlacken ſail: this, however, was of no avail; we came into action ſucceſſively in an irregular manner: my ſhip was engaged at one time with two, and afterwards with three: the Hercules, which was the ſecond in the line from me, took fire, and drove towards me, by which means I was obliged to ſhift my ſtation, and approach a fourth Engliſh ſhip, being that of the admiral. All my running rigging was now torn to pieces; and while I was endeavouring to make a ſignal for ſome of the ſhips to come to my aſſiſtance, the flag line was ſhot from my hand. In the mean while the Waaſſenaar, by the captain being wounded early, and the loſs of a great many people, was obliged to ſtrike; as did alſo the Haarlem, the De Vries, the Delft, and the Jupiter, whoſe main-maſt went by the board: this I was in ſome meaſure prevented from ſeeing, by

by the thickneſs of the ſmoke, and the cloſeneſs with which I was engaged. Every thing being at length ſhot away, and having loſt a conſiderable number of men, I nevertheleſs endeavoured to force my way through the five Engliſh ſhips, with a view of making for port, or of giving an opportunity to ſome of the fleet not yet diſabled, to afford me aſſiſtance; but my attempt was not ſucceſsful. At two o'clock all my three maſts went overboard, but I ſtill continued to defend the wreck for half an hour; when, having no further hope, ſeeing the reſt of the ſhips at a diſtance, and finding that my flag was ſhot away, I ordered the people, one half of whom I had already loſt, to ſtop firing; and at three o'clock an Engliſh frigate approached me, the captain of which came on board and carried me to Admiral Duncan. The Gelykheid lay to the windward of me; I ſaw alſo that ſhe made no longer any reſiſtance, and had ceaſed firing, her running rigging was all in pieces; but why ſhe ſtruck I know as little as I do of the Admiral De Vries, the Delft, and the Haarlem. The Hercules loſt her mizen maſt, and took fire, which brought her, as well as me, into the midſt of the Engliſh fleet, and ſhe has alſo been captured. With the behaviour of my officers and crew I am perfectly ſatisfied: I recommend them to you, as men who defended themſelves to the laſt, and continued faithful to their admiral. Both ſides fought with fury, and many men have fallen: the Engliſh alſo have ſuſtained great loſs. They had returned to Yarmouth with nine ſail of the line, in order to refit. On Saturday evening they received intelligence that we were at ſea; on Monday they again ſailed, having re-victualled in twenty-four hours, and having received eight other ſhips from Portſmouth and the Downs, in the room of the eight which were under repair. They had altogether ſixteen ſail of the line; among which there was only one 50, the greater part of the reſt being 74 guns. Behold then the moſt unfortunate day of my life: every exertion that depended on manœuvre, or perſonal courage, was made by myſelf, and many others on board, but in vain. Our enemies reſpect us on account of the obſtinacy of our defence. No action can have been ſo bloody, for it was fatal to us. I ſhall have the honour of ſending you a more accurate and minute account, as ſoon as I find an opportunity. I at preſent take advantage of a permiſſion from the Engliſh admiral, to give you this ſhort A.D. 1797

A.D. 1797 short notice, and to call your care and attention to a number of prisoners, whose bravery and courage deserved a better fate, and particularly to the crew of the Vryheid. I recommend to you the poor widows and orphans, and the wife and children of my worthy captain Van Rossum, whose thigh was shot off at half past two: he is still alive, but there are little hopes of his recovery. Two cadets, one of which is my nephew, have each lost the left leg; the rest of my officers are well. Cranenburg, the lieutenant of marines, only is dead. Of the state of the other ships I can give no account, nor do I know what loss they have sustained; the English do not know themselves. I am informed, however, that Vice Admiral Reintjies has been wounded also, and that he is on board Admiral Onslow. Meurer is well; but Captain Holland, of the Wassenaar was mortally wounded in the beginning of the action, and lost a great many men.

"I trust and hope that I shall be permitted to return to Holland, in order to justify myself further.

"I am your unfortunate admiral,

DE WINTER."

Official Letter of Rear Admiral S. Story, to the Committee of Maritime Affairs at the Hague.

"*On board the States General, Oct.* 14, 1797.

"After having happily gained the Offing with the squadron of the Republic on the 7th of October, we continued to cruize along the coast, by making tacks towards the Bree Veertrin. We fell in with no vessels until the 11th, when, at eight in the morning, we were informed by the men upon the out-look at the top-gallant-mast-head, that the English fleet, amounting to thirty sail, was then to the windward of us. The signal for preparing to engage was immediately made, and afterwards that for forming a line of battle in three divisions on the larboard tack. The wind was then N. N. E. and the village of Egmont bore East North East. distant two leagues and a half. The English fleet, which bore down upon us with the wind abaft, formed in a line towards the south; then, ranged *en echiquier*, (chequerwise) it came right upon us. At half past twelve began one of the most obstinate engagements, perhaps, that ever took place on the ocean. At the commencement of the action, the greater part of the English fleet broke through

through our line: two of their largeſt veſſels then engaged one of ours. Their line conſiſted of twenty ſhips, ſix of which carried 84 guns; the others were 64's and 74's. The ſhips engaged on both ſides throughout the whole line. Thus we were attacked both to windward and leeward. A.D. 1797

"All veſſels as far as I could obſerve, fought with equal courage. The behaviour of the officers and crews is above all praiſe. I engaged Admiral Duncan's ſhip, and another of 84 guns. The States General was between theſe two veſſels, each of which was not more than the length of the ſhip from us. The ſame thing took place throughout all the line. Every part of my rigging was ſoon ſhot away; but we got a-ſtern of them in ſuch a manner, that the Engliſh admiral was obliged to wear, and to drop a-ſtern. All his rigging appeared ready to give way, and moſt of it came down ſome time after. The ſhip of 84 guns with which I ſtill remained engaged, was immediately ſeconded by a 74, in the room of Admiral Duncan's ſhip. We maintained a moſt obſtinate action with theſe two ſhips, and continued fighting until three o'clock. While we were conſtantly repeating broadſide after broadſide, a fire broke out in our ſtern, and between decks, but it was ſoon extinguiſhed.

"All the ſhips were now ſo much diſabled, that they could no longer be managed, and drove about in the greateſt confuſion. It was no longer poſſible to fire a ſingle gun. The ſtanding rigging of each maſt was carried away; the maſts, top-maſts, and yards were all wounded; the running rigging was entirely ſhot away; and the ſails all torn to pieces. I had twenty killed, and forty ſeverely wounded. Every brace was ſhot away: as were alſo the wheel, tiller ropes, &c. In a word, every thing was carried away; we had ſhot in every part of the hull; and in this wretched ſtate we floated about at the mercy of the waves.

"New braces were got up as ſoon as poſſible; and at four o'clock we ſtood towards the Engliſh fleet: but my officers then made a report to me that the ſhip was filling faſt with water, and I was under the neceſſity of ſhortening ſail. The evening ſet in with thick rain, which prevented us from ſeeing any of our ſhips, but a few which had formed the rear of the line. I then collected all the veſſels belonging to my diviſion that I could diſcover. At midnight I found I had got together eleven ſail. I endeavoured with

ſome

A. D. 1797 them to collect the remainder of the ſquadron, and ſtood again towards the Engliſh fleet.

" At day break we ſaw them to windward of us, at a ſhort diſtance a-ſtern. There was then none of our ſhips of the line a-head of us, but we obſerved two ſhips making for the Texel: upon coming near them, we found they were Engliſh; they made ſail, and we were not in a condition to chace them. I then continued to ſteer towards the Texel; and I obſerved the hulls of three veſſels floating near the ſpot where the battle was fought. On the 12th in the evening I got ſafely into the Texel with the ſhips I had collected.

" Health and Fraternity,
S. STORY."

Some time after Admiral de Winter ſent a detailed account of the action to the Batavian Government, which has nothing in it very intereſting: he only relates minutely the ſituation of his fleet, with the various manœuvres performed before and during the action. He concludes it in the following manner:

" Thus the battle of the 11th of October, 1797, was ended by the ceaſing of the fire from the Batavian ſhip Vryheid, which to the laſt nobly contended to preſerve what ſhe ſo honourably loſt, the Batavian colours.

" The bad ſucceſs of this engagement is to be attributed to the following cauſes:

" 1ſt. The Engliſh force, although equal in number, exceeded that of the Batavians as to ſhips of the line.

" 2d. The Engliſh ſhips having been together at ſea during the ſpace of nineteen weeks, the particular capacity of all the ſhips was known to them, with relation to each other, which, it muſt be allowed, is of the utmoſt importance and advantage in nautical manœuvres. This was not the caſe with the Dutch.

" 3d. The advantage of the attack; and

" 4th. The early retreat of ſix Batavian ſhips from the action; and among thoſe that remained were four very indifferent ſailers, to which may be principally attributed the breaking of the line. Add to this, that having loſt the advantage of attack, and being partly forſaken, it becomes a matter of leſs ſurprize that the victory turned out ſo deciſively in favour of the Engliſh. Upon the whole, without

ed magnifying Batavian courage beyond what was [illegible] plified in this memorable engagement, and admitting [illegible] mutual circumſtances had been equally favourable to [illegible] to the Engliſh, and Admiral de Winter's ſignals [illegible] obeyed and executed with the ſame promptitude as Ad[illegible] Duncan's were, it is no improbable conjecture, that [illegible] of the Britiſh fleet would at this time have been moored in the Texel, as a memento of Batavian proweſs, and a monument to the memory of the 11th of October, 1797."

On the 15th of December, Captain Charles Cunningham in the Clyde, having taken La Dorade, French privateer of 12 guns and 93 men, entruſted her to the care of his Maſter; who, as Captain Cunningham imagines, being emulous to outſail the Clyde, carried too great a preſs of ſail, by which the maſt foundered and all on board periſhed.

On the 19th, his Majeſty and all the royal family, attended by all the officers of State, the Houſes of Peers and Commons, went in proceſſion to St. Paul's to return thanks for the late glorious naval victories, and to depoſit the colours taken from the French on the 1ſt of June, 1794; from the Spaniards the 14th of February, 1797, and from the Dutch the 11th October 1797. The following Flag officers and captains attended the proceſſion.

At the end of the firſt leſſon, the Flag officers, &c. entered in two diviſions, right and left of the King's chair, the end of the flag being ſupported by thoſe officers who immediately followed the bearers in regular ſucceſſion, advancing to the altar to depoſit the trophies.

Vice-Admiral Caldwell, bearing the flags taken from the French, on the 1ſt of June, 1794.

Vice-Admiral Sir T. Paſley, Bt.

Rear Ad. Bazeley.	V. Ad. Sir A. Gardner.
R. Ad. Lord H. Seymour.	R. Ad. Sir Roger Curt[illegible]
Capt. W. Domett.	Rear Ad. Gambier.
Capt. J. Elphinſtone.	Capt. J. W. Payne.

Vice-Admiral Goodall, bearing the flags taken from the French, in the Mediterranean, on the 13th of March, 1795.

Rear Ad. W. Young.	Capt. J. Holloway.

A.D. 1797 Rear Admiral Hamilton, bearing the flags taken from the French, off L'Orient, on the 23d of June, 1795.

Capt. Larcom.	Capt. Grindall.
Capt. Monckton.	Capt. Browne.

Vice Admiral Sir Charles Thompſon, bearing the flags taken from the Spaniards, off Cape St. Vincent, on the 14th of February, 1797.

R. Ad. Sir Horatio Nelſon.	Vice Ad. Waldgrave.
Capt. Whitſhed.	Sir Charles Knowles.
Capt. Sutton.	Capt. Dacres.
Capt. Irwin.	Capt. Towry.

Captain Douglas, bearing the flags taken from the Dutch, off the Cape of Good Hope, on the 16th of Auguſt, 1796.

Admiral Lord Duncan, bearing the flags taken from the Dutch, off Camperdown, on the coaſt of Holland, the 11th of October, 1797.

Capt. Sir H. Trollope.	Vice Ad. Onſlow.
Capt. W. O'B. Drury.	Sir G. W. Fairfax.
Capt. J. Wells.	Capt. W. Effington.
Capt. Mitchell.	Capt. E. O'Brien.
Capt. W. Bligh.	Capt. Geo. Gregory.
Capt. Walker.	Capt. W. Hotham.

On the 21ſt, Captain Robert Barlow, in the Phœbe of 36 guns, being on a cruize to the weſtward, diſcovered one of the enemy's frigates, to which he immediately gave chace; but the difference in point of ſailing between the two ſhips being inconſiderable, the chace damaged the maſt, ſails, and rigging of the Phœbe very much with her ſtern chace guns; and at the moment when Captain Barlow was nearly in a ſituation to commence the attack, the enemy put in ſtays; at this time the Phœbe being under a crowd of ſail and the night extremely dark, prevented Captain Barlow from diſcovering the enemy's diſpoſition for tacking, a few minutes neceſſarily elapſed before he could tack to follow her, and in paſſing, the frigates exchanged broadſides. At ten o'clock at night, he got fairly alongſide of the enemy, when after a ſmart action, which laſted three quarters of an hour, ſhe ſtruck, and proved to be La Nereide,

Nereide, commanded by Captain Canon, of 36 guns and 330 men, 20 of whom were killed, and 55 wounded. The Phœbe had 3 men killed, and 10 wounded. A.D. 1797

The Nereide was added to the navy.

On the 29th, the Phaeton and Anſon, commanded by Captains Stopford and Durham, being on a cruize in the Bay, fell in with and captured, after exchanging a few ſhot, La Daphne French frigate of 30 guns and 276 men, formerly in his Majeſty's ſervice; ſhe had on board ſeveral paſſengers, and two civil commiſſioners charged with diſpatches from the French government to the iſland of Guadaloupe.

MEDITERRANEAN AND COAST OF PORTUGAL.

The fleet under the command of Admiral Sir John Jervis, was reduced to a ſquadron of only ten ſail of the line, excluſive of frigates, &c.;* with theſe the Admiral cruized off the coaſt of Spain, in hopes of falling in with the Spaniſh fleet, which was daily expected from the Mediterranean. On the 6th of February, the Admiral was joined by Rear-Admiral William Parker, from England, with five ſail of the line. Although this was ſome acceſſion of ſtrength, it was by no means equal in number to the fleet he had to encounter. Sir John Jervis relied on the ſuperior diſcipline and gallantry of the officers and men in the fleet he commanded, to counterbalance the diſparity in point of force. On the 11th at night, Commodore Nelſon, in La Minerve frigate, fell in with and was chaced by the Spaniſh fleet off the mouth of the Straits;† he fortunately effected his eſcape, and joined Sir John Jervis on the 13th; on which day he ſhifted his broad pendant to the Captain of 74 guns. Captain Foote of the Niger, alſo kept company with the Spaniſh fleet, for ſeveral days previous to the 13th. On that night they approached ſo near to the Britiſh fleet, that their ſignal guns were diſtinctly heard. The Admiral, therefore, made the ſignal for the fleet to prepare for battle; and at day-break on the 14th, they were formed in the moſt compact order of ſailing, in

* Appendix, Chap. II. No. 345. Fleet under Sir J. Jervis.

† Commodore Nelſon was on his return from Porto Ferraio, having on board Sir Gilbert Elliot, late Viceroy of Corſica, Lieut.-colo-Colonel Drinkwater, and others of his ſuite.

A. D. two lines. The morning was dark and hazy; at half paſt
1797 ſix the Culloden made the ſignal for five ſail in the South-Weſt quarter; at eight o'clock the ſquadron was ordered to form in cloſe order, and in a few minutes after, the ſignal was repeated to prepare for battle.

At forty minutes paſt ten, La Bonne Citoyenne made the ſignal that the ſhips ſeen were of the line, twenty-five in number, and in about half an hour after, the enemy's fleet was viſible to all the ſquadron.

The ſhips firſt diſcovered by the Culloden, were at this period ſeparated from their main body, which was bearing down in ſome confuſion to join the ſeparated ſhips. It appeared to have been Sir John Jervis's intention at the firſt, to cut off theſe five ſhips from the enemy's fleet, before the main body could arrive to their aſſiſtance; with this view, the faſt ſailing ſhips were ordered to chace, but obſerving the near poſition of the main body, the Admiral afterwards formed the fleet into a line of battle a-head as moſt convenient.*

At about 20 minutes paſt eleven, the Admiral communicated his intention to paſs through the enemy's line, and immediately after, the ſignal was made to engage; in about ten minutes the Culloden, commanded by Captain Trowbridge, began to fire at the enemy's headmoſt ſhips to windward; as the ſquadron advanced, the action became more general; and it was ſoon apparent, that the Admiral had accompliſhed his deſign of paſſing through the enemy's line. The regular and animated fire of the Britiſh ſquadron was but feebly returned by the enemy's ſhips to windward, which were alſo completely prevented from joining their companions to leeward, and obliged to haul their wind on the larboard tack. Thus, a part of the Spaniſh fleet was effectually cut off from the main body, and they were reduced to the neceſſity of alſo forming on the larboard tack, ſeemingly with the intention of paſſing through, or to the leeward of the Britiſh line; but they met with ſuch a warm reception from the centre of the Britiſh, that they were obliged to tack and did not appear again in the action till the cloſe of the day. Admiral Jervis having thus fortunately obtained his firſt object, now directed his whole

* Appendix, Chap. II. No. 344. Britiſh and Spaniſh lines of battle.

attention

attention to the main body of the enemy's fleet to windward, which was reduced at this time, by the ſeparation of the ſhips to leeward, to eighteen ſail of the line. A little after 12 o'clock, the ſignal was made for the Britiſh fleet to tack in ſucceſſion, and ſoon after the ſignal for again paſſing the enemy's line; while the Spaniſh Admiral's deſign appeared to be, to join the ſhips to leeward, by wearing round the rear of the Britiſh line. A.D. 1797

The intention of the enemy was, however, ſoon perceived by Commodore Nelſon, whoſe ſtation in the rear afforded him an opportunity of obſerving this manœuvre. In order to fruſtrate the deſign, he had no ſooner paſſed the Spaniſh rear, than he wore and ſtood on the other tack towards the enemy. In executing this bold and deciſive manœuvre, the Commodore found himſelf alongſide of the Spaniſh Admiral, in the Santiſſima Trinidad, of 136 guns. Notwithſtanding this immenſe diſparity, the gallant officer did not ſhrink from the conteſt, though the Spaniard was ably ſupported by her two ſeconds, a-head and a-ſtern, each of which was a three-decker. While he ſuſtained, however, this unequal conflict, his friends were eagerly preſſing to his aſſiſtance; the enemy's attention was, therefore, ſoon directed to the Culloden, Captain Trowbridge, and the Blenheim, Captain Frederick; the able ſupport afforded to Commodore Nelſon by theſe veſſels, and the faſt approach of Rear-Admiral Parker, with the Prince George, Orion, Irreſiſtible, and Diadem, determined the Spaniſh Admiral to relinquiſh his deſign of rejoining his ſhips to leeward, and to make the ſignal for his main body to haul their wind and make ſail on the larboard tack.

The advantage was now evidently on the ſide of the Britiſh; and while the advanced diviſion warmly preſſed the center and rear of the enemy, the Admiral meditated with his diviſion a co-operation, which muſt effectually compel ſome of them to ſurrender. In the confuſion of their retreat, ſeveral of the Spaniſh ſhips had doubled on each other. It was, therefore, Admiral Jervis's plan to reach the weathermoſt of thoſe ſhips, then to bear up and rake them all in ſucceſſion, with the ſeven ſhips compoſing his diviſion. The critical poſition of the rear ſhips in his own diviſion, however, prevented his executing this deſign. He therefore ordered the Excellent, Captain Collingwood, to

A. D. 1797 bear up, while he paſſed to leeward of the rear-moſt ſhips of the enemy. Captain Collingwood, in obedience to the Admiral's orders, paſſed the two rear-moſt ſhips of the enemy, and gave one of them, the St. Iſidore, ſo effectual a broadſide, that having been much injured before, ſhe was obliged to ſubmit.

The Excellent then paſſed on to the relief of Commodore Nelſon in the Captain, who was cloſely engaged with a Spaniſh three-decker, bearing the flag of an Admiral; but before Captain Collingwood could arrive, the Spaniard's mizen-maſt fell overboard, and ſhe got entangled with her ſecond, the St. Nicholas, a ſhip of 84 guns. In this ſtate, the Commodore reſolved on a bold and deciſive meaſure; and determined, whatever might be the event, to attempt his opponent ſword in hand; the boarders were directed to be ready, and orders given to lay his ſhip on board the enemy.

"Fortune favours the brave! nor on this occaſion was ſhe unmindful of her favourite. Ralph Willet Miller, the Commodore's Captain, ſo judiciouſly directed the courſe of his ſhip, that he laid her aboard the ſtarboard quarter of the Spaniſh 84; her ſpritſail yard paſſing over the enemy's poop, and hooking in her mizen ſhrowds: when the word to board being given, the officers and ſeamen, deſtined for this perilous duty, headed by Lieutenant Berry,* together with the detachment of the 69th regiment, commanded by Lieutenant Pearſon,† then doing duty as marines on board the Captain, paſſed with rapidity on board the enemy's ſhip; and in a ſhort time the St. Nicholas was in poſſeſſion of her intrepid aſſailants. The Commodore's ardour would not permit him to remain an inactive ſpectator of this ſcene. He was aware the attempt was hazardous, and he thought his preſence might animate his brave companions, and contribute to the ſucceſs of this bold enterprize; he, therefore, as if by magic impulſe, accompanied the party in this attack; paſſing from the fore chains of his own ſhip, into the enemy's quarter gallery, and thence through the cabin to the quarter-deck; where he arrived

* Now Sir Edward Berry, Lord Nelſon's Captain in the Vanguard, in the battle of the Nile.

† This gallant officer died in the year 1800, on his return from the Bay of Honduras.

in

in time to receive the ſword* of the dying commander, who had been mortally wounded by the boarders." A.D. 1797

"He had not been long employed in taking the neceſſary meaſures to ſecure his hard-earned conqueſt, when he found himſelf engaged in a more arduous taſk. The ſtern of the three-decker, his former opponent, was placed directly a midſhips of the weather-beam of the prize San Nicholas; and from her poop and galleries, the enemy ſorely annoyed with muſketry the Britiſh, who had boarded the San Nicholas. The Commodore was not long reſolving on the conduct to be adopted upon this momentous occaſion: the two alternatives that preſented themſelves to his unſhaken mind, were to quit the prize, or inſtantly board the three-decker. Confident in the bravery of his ſeamen, he determined on the latter. Directing, therefore, an additional number of men to be ſent from the Captain on board the San Nicholas, the undaunted Commodore, whom no danger ever appalled, headed himſelf the aſſailants in this new attack, exclaiming, Weſtminſter Abbey! or glorious victory!"

"Succeſs in a few minutes, with little loſs, crowned the enterprize. Such, indeed, was the panic occaſioned by his preceding conduct, that the Britiſh no ſooner appeared on the quarter-deck of their new opponent, than the commandant advanced, and aſking for the Britiſh commanding officer, dropped on one knee, and preſented his ſword, apologizing at the ſame time, for the Spaniſh Admiral's not appearing, as he was dangerouſly wounded. For a moment, Commodore Nelſon could ſcarcely perſuade himſelf of this ſecond inſtance of good fortune: he, therefore, ordered the Spaniſh commandant, who had the rank of Brigadier, to aſſemble the officers on the quarter-deck, and direct means to be taken inſtantly for communicating to the crew, the ſurrender of the ſhip. All the officers immediately appeared; and the Commodore had the ſurrender of the San Joſef duly confirmed, by each of them delivering his ſword."†

* This ſword the Commodore afterwards preſented to the city of Norwich.

† Nav. Chron. Bio. Mem. of Lord Nelſon, Vol. 3d.

A. D. 1797 Immediately upon Commodore Nelſon's return on board the Captain, he made the ſignal for boats to aſſiſt in diſentangling her from the prizes; and as ſhe was rendered incapable of further ſervice until refitted, he hoiſted his pendant for the moment on board La Minerve frigate; and in the evening ſhifted it to the Irreſiſtible, where it remained until the Captain was ready to receive it again.

In the mean time Admiral Jervis ordered the Victory to be placed on the lee quarter of the re-armed ſhip of the enemy the Salvador del Mundo; and threw in ſo effectual a diſcharge, that the Spaniſh commander ſeeing the Barfleur bearing down to ſecond the Victory, thought proper to ſtrike.

The van of the Britiſh ſhips continued to preſs hard on the Santiſſima Trinidad,* and the others which compoſed the rear of the flying fleet. The career of victory was however ſtopped by circumſtances not in the power of the Engliſh admiral to controul. The ſhips, which in the morning had been ſeparated from the main body of the Spaniſh fleet, and therefore unengaged in the conteſt, having at length formed a junction with their van, bore down and ſhewed a diſpoſition to renew the action. Theſe circumſtances, therefore, with the lateneſs of the hour, and the neceſſity of ſecuring the prizes, determined Sir John Jervis to bring to. A little after four in the afternoon the ſignal was made to this effect, and a ſtrong line was formed for the protection of the prizes and diſabled ſhips. As the enemy's ſhips approached, they opened a fire on the covering ſhips; but though ſuperior in number, and freſh for action, they contented themſelves with a few irregular broadſides, and left the conquerors to ſail off triumphantly with their prizes.

The loſs ſuſtained by the Britiſh on this glorious and ever memorable engagement, amounted in killed and wounded to 300 men; that of the Spaniards in the ſhips which were expoſed to fire, their whole engaged muſt have alſo ſuffered conſiderably.

The day after the action, while the Britiſh ſhips were

clow under Cape St. Vincent much diſperſed, refitting and getting the prizes in a condition to carry ſail, twenty-two ſail of the Spaniſh fleet hove in ſight and bore down in a regular line of battle, as if determined to engage the Britiſh, and endeavour to reſcue their unfortunate companions; they however thought it moſt ſafe to haul off, and a few days afterwards retired into Cadiz. A.D. 1797

On the 16th of January Sir John Jervis was forced to put into Lagos Bay, to ſecure the prizes, and repair the damages the ſquadron had ſuſtained. A few days after it experienced the tail of a gale of wind; which, if it had blown home, might have proved fatal to many of thoſe brave men; as from the badneſs of the ground, ſeveral of the ſhips, if not the whole ſquadron, would have been forced aſhore.

On the 23d the ſquadron ſailed from Lagos Bay, and arrived on the 28th with the prizes at Liſbon.

Captain Robert Calder, firſt captain to the admiral, was ſent home with the news of this important victory; and for which he was created a baronet.

The thanks of both houſes of parliament were voted to the admirals, captains, officers and crews of the ſquadron.

His Majeſty was graciouſly pleaſed to create Sir John Jervis a peer of Great Britain, by the titles of Baron Jervis of Meaford, and Earl of St. Vincent. A penſion of 3000l. a year was alſo beſtowed on him by the unanimous vote of parliament.

Vice Admirals Thompſon, and Rear Admiral William Parker were created baronets.

Vice Admiral the Hon. William Waldgrave returned to England, and was appointed governor and commander in chief at Newfoundland.

And Commodore Horatio Nelſon received the inſignia of the Bath; and the freedom of the City of London preſented to him on his return to England, in a gold box valued 100 guineas.

The admirals and captains were alſo preſented with gold medals emblematic of the victory, to be worn with their uniform.*

* It is ſaid that Don Cordova was diſmiſſed the ſervice; and ſeveral of the Spaniſh officers in the ſame ſhip with him, were degraded.

In

A. D. 1797 In the month of April Sir Horatio Nelſon hoiſted his flag as rear admiral of the blue, and was detached by Earl St. Vincent to bring away the garriſon at Porto Ferrajo.

On the 13th of April Lieutenant Pengelly, in the Viper cutter of 14 guns and 60 men, on his return from Algiers to Gibraltar, fell in with, and after a ſmart action captured the Piteous Virgin Mary Spaniſh privateer of 10 guns, 8 ſwivels, and 42 men, one of whom was killed, and ſeven wounded. The Viper had none killed or wounded.

On the 26th Captain George Martin, in the Irreſiſtible, in company with the Emerald frigate, attacked two Spaniſh frigates which had anchored in Canil Bay, near Trafalgar, and obliged them to ſurrender; they proved to be the Elonar and Nimfa, of 26 guns, and 320 men each. The former, after ſhe had ſtruck, cut her cable, and ran aſhore; Captain Martin, however, got her off, but ſo materially damaged, that ſhe could not be kept afloat, and was conſequently deſtroyed. Theſe frigates were from the Havannah, bound to Cadiz. It was ſuppoſed they had 18 men killed, and 30 wounded. The Irreſiſtible had one man killed, and one wounded.

On the 28th of May Captain Benjamin Hallowell, in the Lively, of 32 guns; and La Minerve, of 38, Captain George Cockburne, ſtanding into the bay of Santa Cruz, in the iſland of Teneriffe, diſcovered an armed brig at anchor in the road, which on their nearer approach hoiſted French colours. The two commanders having agreed in opinion that ſhe could be taken out, Captain Hallowell for this purpoſe ordered the boats of the two frigates under the command of Lieutenant Hardy, of La Minerve, he being the ſenior officer, to proceed the next day on this deſperate enterprize. At about half paſt two in the afternoon, Mr. Hardy made a moſt reſolute attack, in which he was gallantly ſupported by the officers in the other boats; and in defiance of a ſmart fire of muſketry from the brig, boarded and carried her almoſt immediately. This gave an alarm to the town, from whence a heavy fire of artillery and muſquetry was opened; and alſo from a large ſhip lying in the road, which continued without intermiſſion for near an hour; by which time they had ſucceeded in towing the brig out of reach of the batteries, to which, for want of wind, they were for ſome time much expoſed.

She proved to be La Mutine French corvette of 12 ſix pounders,

pounders, two thirty-ſix pound carronades, and manned with 130 men, commanded by Citizen Xavier Paumier, capitaine de frigate, who was on ſhore at the time ſhe was cut out. A.D. 1797

Earl St. Vincent rewarded Lieutenant Hardy for his gallantry with the command of La Mutine, which appointment was afterwards confirmed by the admiralty.*

The following are the other officers who were employed on this ſervice, and greatly diſtinguiſhed themſelves. Lively, Lieutenants Bland, Hopkins, and Buſhby, and Lieutenant Bulkely, of the marines; Le Minerve, Lieutenants Gage and Maſing. Four men were wounded in the Lively's boats; and Lieutenant Hardy, with ten men in La Minerve's.

The damages which the fleet had ſuſtained in the late engagement having been repaired, Earl St. Vincent ſailed from Lisbon, and proceeded off Cadiz, where he anchored the fleet in ſuch a ſituation as to completely blockade the port.

In the night of the 3d of July Rear Admiral Sir Horatio Nelſon, who commanded the advanced ſquadron, proceeded with the Thumber bomb, covered by the armed launches and barges of the fleet, to bombard the town of Cadiz. The Thunder was placed with great judgement within 2500 yards of the garriſon, and began to throw ſhells with great preciſion, under the directions of Lieutenant Boyne, of the artillery; but unfortunately the large mortar was ſoon found to have been ſo materially injured from its former ſervices, that the rear admiral was obliged to order her to retire under the protection of the Goliath, Terpſichore, and Fox. The Spaniards diſpatched a great number of mortar gun-boats, and large armed launches, to attempt to cut off and carry the Thunder; but Rear Admiral Nelſon attacked them with ſuch determined bravery, that they fled in the greateſt diſorder and conſternation, under the walls of the garriſon. The commandant of this flotilla, Don Miguel Tyraſon, laid his boat alongſide the barge in which was the admiral; when after a ſevere conflict, the Spaniard was obliged to ſurrender with the loſs of 18 out of 26 men, killed, himſelf and all the reſt wounded.

* This gallant officer was afterwards promoted to poſt rank, and ſerved as captain under Lord Nelſon's flag.

A.D. 1797. *The following is a List of the Killed and Wounded in the [illegible] Spanish Gun Boats.*

Theseus, 5 wounded.
Irresistible, 1 wounded.
Seahorse, 1 wounded.
Ville de Paris, 5 wounded.
Prince George, 1 killed, 3 wounded.
Diadem, 1 wounded.
Barfleur, 1 wounded.
Egmont, 1 wounded. Total 1 killed, 20 wounded.

Officers Wounded.

Seahorse, Captain Fremantle, who accompanied Rear Admiral Nelson in his barge, slightly.
Ville de Paris, Lieutenant William Seley, ditto.
Diadem, Lieutenant W. J. Rowe, ditto.
Prince George, Lieutenant Gregory Grant, ditto; Mr. M. R. Tooley, midshipman.
Barfleur, Mr. Hugh Pearson, master's mate.
Theseus, John Sykes, admiral's coxswain, severely, defending the person of the admiral.

On the night of the 5th Rear Admiral Nelson ordered a second bombardment of Cadiz, under the direction of Captain Bowen, of the Terpsichore; Captain Miller, of the Theseus; and Captain Waller, of the Emerald. The Thunder, Strombolo, and Terror bombs, were most judiciously placed by Mr. Jackson, master of the Ville de Paris, and threw shells with considerable effect into the town and among the shipping. The next morning ten sail of the line, two or three bearing the flags of Admirals Mazarredo and Gravina, warped with great precipitation out of range of the shells. This service was effected with inconsiderable loss to the enemy: three seamen were killed; five officers, and 11 seamen and marines wounded.

Officers Wounded.

Seahorse, Lieutenant Collins; much bruised.
Theseus, John Caldfield, Captain of Marines.
John Collyer, a Midshipman.
——, —— Stephenson, midshipman.
——, James Hornsby, acting lieutenant.

[illegible] Rear Admiral Nelson meditated [illegible] the coast of Barbary, but the wind [illegible]

have to strong down the bay, he could not get the bomb- A.D.
vessels up to the point of attack in time. 1797

Admiral Earl St. Vincent, from a variety of intelligence which he had received, was led to believe the town of Santa Cruz, in the island of Teneriffe, was an assailable object. On the 15th of July he therefore dispatched Rear Admiral Nelson with a squadron of ships of war, to make an attack upon that place.

On the 24th, about five o'clock in the morning, the squadron anchored about two miles to the northward of Santa Cruz. The rear admiral finding it impossible for the ships to approach sufficiently near to the town to cannonade it with any effect, ordered a body of seamen and marines to be landed from the different ships, under the command of Captains Troubridge, Hood, Thompson, Miller, and Waller. At eleven o'clock the men were all in the boats, and rowed towards the shore in six divisions. The Captains Freemantle and Bowen accompanied the rear admiral to regulate the attack. At half past one in the morning the boats had approached the Mole head within half gun shot undiscovered; when the alarm bells rang, and a tremendous fire was opened from one end of the town to the other. The Fox cutter, in which was on board about 180 men, received a shot under water on her approaching the town, and instantly sunk; Lieutenant Gibson, her commander, and 96 men perished. The same melancholy fate befel the boat in which was Captain Bowen and his first lieutenant, who were saved; but the first of these brave officers was killed shortly after while spiking the guns at the Mole. The night being extremely dark, the boats were unable to keep together; the Rear Admiral, Captains Thompson and Freemantle, with four or five boats, landed at the Mole, which they stormed and carried, although defended by 400 or 500 men, and six 24 pounders, which they spiked. But such a heavy fire of musketry and grape shot was kept up from the citadel and houses at the Mole-head, that it was impossible for them to advance; and the whole party was obliged to a man either killed or wounded; among the latter were the rear-admiral, who lost his right arm; and Captains Freemantle and Freemantle slightly.

In the mean while Captains Troubridge, Hood, Miller,

A.D. 1797 and Waller, landed with many of the boats a little to the ſouthward of the citadel, paſſing through a violent ſurf, which ſtove the boats, and wet all the ammunition. Notwithſtanding theſe difficulties, they puſhed over the line wall, and took poſſeſſion of the town. Their force conſiſted of 80 marines, as many pike-men, and 180 ſmall armed ſeamen. Having formed in the great ſquare of the town, Captain Trowbridge determined to ſtorm the citadel; but on his approach, he found it was too ſtrong to render ſuch an attempt practicable. Some priſoners who were taken, informed him that there were 3000 Spaniards in arms; and 100 French with five field pieces, aſſembled at the entrance of the town. Seeing the impoſſibility of getting any aſſiſtance from the ſhips, at ſeven o'clock Captain Trowbridge diſpatched Captain Hood with a meſſage to the governor, to ſay, that if he ſhould be allowed freely and without the leaſt moleſtation to embark his people at the Mole-head, in ſuch of the ſhips boats as were not ſtove; and that the governor ſhould provide others to carry off the remainder, the ſquadron now before the town would not moleſt it. The governor told Captain Hood, that he thought in their ſituation they ought to ſurrender priſoners of war; to which he replied, that Captain Trowbridge directed him to ſay, that if the terms he had offered were not accepted in five minutes, he would ſet the town on fire, and attack the Spaniards at the point of the bayonet. The conduct of the governor upon this occaſion reflects the higheſt honour on his character. To prevent ſo dreadful a conflagration, and to ſpare the lives of many brave men, he inſtantly accepted the terms propoſed. Captain Trowbridge accordingly marched to the Mole-head, where boats were provided by the Spaniards to carry the people off to the ſhips. It is ſaid alſo that the governor, Don Juan Antoine Gutterry, with the generoſity worthy of a great man, furniſhed the retreating invaders with a ratio of biſcuit and wine; and directed thoſe of the Britiſh who were wounded to be received into the hoſpital: at the ſame time intimated to Rear Admiral Nelſon that he was at liberty to ſend on ſhore and purchaſe whatever refreſhments the ſquadron were in need of, whilſt it remained off the iſland.*

* A ſimilar act of Spaniſh generoſity and benevolence occurred to the crew of the Lord Clive privateer, which was blown up at the attack of Nova Colonia, in the river de la Plata, in the year 1763. See Vol. I. page 176.

The

The loſs the Britiſh ſuſtained on this unfortunate expedition was rather conſiderable; beſides Captain Richard Bowen, of the Terpſichore, by whoſe death the ſervice loſt an officer of infinite merit; many other excellent and valuable officers were to be regretted. The whole amounted to 44 killed, 97 drowned, 105 wounded, and 5 miſſing.* A.D. 1797

Early in July a moſt daring mutiny broke out on board the St. George, which was happily quelled by the ſpirit and activity of Captain Peard, her commander, and his firſt lieutenant, whoſe meritorious conduct on the occaſion ſets a noble example to the officers of the Britiſh navy. The circumſtance was as follows:—Three men, who had been ſentenced to ſuffer death for mutinous behaviour in ſome other ſhip, were ſent on board the St. George to be executed. The crew, on the arrival of the priſoners, drew up a remonſtrance in their favour, and begged of Captain Peard to intercede in their behalf with the commander in chief. The captain replied, that he ſhould lay their prayer before Lord St. Vincent, and, in purſuance of his promiſe, he loſt no time in ſubmitting the remonſtrance to him. The admiral's anſwer was, that he conſidered the ſentence of the mutineers as founded upon ſolid juſtice and imperious neceſſity: and conſequently he could not think of retracting the ſanction which he had given to the judgment of the court-martial, by whom they had been convicted. Upon this determination being made known to the people of the St. George, the ſtrongeſt ſymptoms of diſaffection were manifeſted by them. Their conduct was not unobſerved by Captain Peard, who took the precaution to watch their proceedings with the utmoſt ſtrictneſs: one of the ſeamen who was well acquainted with their deſigns, informed Captain Peard that they had entered into a reſolution of ſeizing the ſhip, depoſing the officers, and liberating their condemned companions. The evening previous to the day appointed for carrying into effect the ſentence of the court-martial, was the time fixed upon to put their plan into force. Captain Peard ſeeing the crew aſſemble in the waiſt, immediately approached, and addreſſed them to the following effect:—"I am perfectly aware of your intentions, and ſhall oppoſe them at the riſk of my life. You have determined

* Appendix, Chap. II. No. 31.

A. D. 1797 termined to oppoſe the authority of your officers; I am reſolved to do my duty, and to enforce ſtrict obedience to my orders. I am ſenſible that you are for the moſt part, the victims of deluſion: I know the ringleaders, and do not heſitate my intentions of bringing them to juſtice. I command you to diſperſe, and to return to your duty."

Finding this addreſs did not produce the deſired effect, Captain Peard, accompanied by his firſt lieutenant, ruſhed in amid the crowd, reſolutely ſeized two of the people, whom he knew to be the promoters of the conſpiracy, dragged them out by main force, and put them in irons, without experiencing any oppoſition from the crew. The reſolution and determined courage diſplayed by Captain Peard on this occaſion, had ſuch an effect upon the reſt of the men, that order was immediately reſtored, and they returned peaceably to their duty. The next morning the three mutineers were hanged at the yard-arm, conformable to their ſentence. On the 7th and 8th of July the two mutineers of the St. George were tried by a court-martial, condemned to ſuffer death, and executed on the morning of the 9th.

The following order was given out by Earl St. Vincent the night previous to the execution.

General Order. "Every ſhip in the fleet is to ſend two boats, with an officer in each, and two marines or ſoldiers properly armed in each boat, on board his Majeſty's ſhip the St. George, at half paſt ſeven to morrow morning, to attend a puniſhment. The ſentence is to be carried into execution by the crew of the St. George alone; and no part of the boat's crews of other ſhips, as is uſual on ſimilar occaſions, are to aſſiſt in this painful ſervice; in order to mark the high ſenſe the commander in chief entertains of the loyalty, fidelity, and ſubordination of the reſt of the fleet, which he will not fail to make known to the Lords Commiſſioners of the Admiralty, and requeſt their Lordſhips to lay it before the King. This memorandum is to be read to the ſhip's companies."

Mr. Hatley, firſt lieutenant of the St. George, was promoted to the rank of a commander, as a reward for his ſpirited conduct.

NORTH

A.D. 1797

NORTH AMERICA*.

Nothing of any importance occurred on this ſtation. Vice-Admiral Vandeput gave every neceſſary protection to the trade againſt the French privateers.

In November, La Tribune of 44 guns and 280 men, commanded by Captain Scory Barker, which had been ſent out with the Quebec and Newfoundland convoys, was loſt off Halifax harbour. The following is an account of the melancholy fate of that unfortunate ſhip:

Some days previous to their making the land, near Halifax, they loſt ſight of the convoy in bad weather. About eight o'clock in the morning on that day the harbour of Halifax was diſcovered, the wind at this time from the E.S.E. they approached it faſt, when Captain Barker propoſed to the maſter to lay the ſhip to till they could obtain a pilot. The maſter replied, "that he had beat a 44 gun ſhip into the harbour, that he had been frequently there, nor was there any occaſion for a pilot, as the wind was favourable." Confiding in theſe aſſurances, Captain Barker went below, and was for a time employed in arranging ſome papers he wiſhed to take on ſhore with him; the maſter in the mean time taking upon him the pilotage of the ſhip, and placing great dependence on the judgement of a negro man, by the name of John Corey, who had formerly belonged to Halifax. About twelve o'clock the ſhip had approached ſo near the Thrum Cap ſhoals, that the maſter became alarmed, and ſent for Mr. Galvin, the maſter's mate, who was ſick below. On his coming upon deck, he heard the men in the chains ſing out "by the mark five!" the black man forward at the ſame time calling out "ſteady." Galvin got on one of the carronades to obſerve the ſituation of the ſhip; the maſter, in much agitation, ran up to the wheel and took it from the man who was ſteering, with an intent to wear the ſhip; but before this could be effected, or Galvin was able to give an opinion, ſhe ſtruck. Captain Barker inſtantly came on deck, and reproached the maſter with having loſt the ſhip. Seeing Galvin alſo on deck, he addreſſed him, and ſaid, that knowing he had formerly ſailed out of this harbour he was much ſurprized he could ſtand by and ſee the maſter run

* Appendix, Chap. II. No. 348.

A. D. 1797 the ſhip aſhore. Galvin informed the captain he had not been on deck long enough to give an opinion.

Signals of diſtreſs were immediately made, which were anſwered by the military poſts, and ſhips in the harbour. Boats were inſtantly diſpatched from every quarter to her relief. The military boats, and one from the dock-yard, with Mr. Rackum, boatſwain of the ordinary, reached the ſhip; but the other boats, though making the greateſt exertions, were not able, the wind being ſo much againſt them, to get on board. The ſhip was immediately lightened by throwing all her guns overboard, excepting one retained for ſignals, with every other heavy ſtores, ſo that about half paſt eight o'clock in the evening the ſhip began to heave, and about nine ſhe ſwung off from the ſhore. She had loſt her rudder, and it was now diſcovered that ſhe had ſeven feet water in the hold. The chain pumps were inſtantly manned, and worked with ſuch effect, that they ſeemed to gain on the leaks, and, by the advice of Mr. Rackum, the captain ordered to let go the beſt bower anchor. This was done, but it did not bring her up. Capt. Barker then ordered the cable to be cut, and the jibb and fore top-maſt ſtay-ſail were hoiſted to ſteer by. All this time the violent gale which had come on from the S. E. kept increaſing, and driving them to the weſtern ſhore. In a ſhort time the ſmall bower anchor was let go; at which time they found themſelves in about thirteen fathoms water: the mizen-maſt was then cut away.

It was now about ten o'clock; and the water gaining faſt upon them, little hope remained of ſaving the ſhip or their lives. At this critical period Lieutenant Campbell quitted the ſhip. Lieutenant North was taken into the boat out of one of the ports. Lieutenant James of the Royal Nova Scotia regiment, not being to be found, was ſo unfortunate as to remain, and to the great diſtreſs of his worthy parents and friends, ſhared the general fate. From the period when Lieutenant Campbell quitted the ſhip, all hopes of ſafety had vaniſhed; the ſhip was ſinking faſt, the ſtorm was increaſing with redoubled violence, and the rocky ſhore to which they were approaching reſounding with the tremendous noiſe of the billows which rolled towards it, preſented nothing to thoſe who might ſurvive the calamity, but the expectation of a more painful death, from being daſhed againſt thoſe ſtupendous precipices which, even in the

the calmeſt day it is impoſſible to aſcend. Dunlap, one of the ſurvivors, declared, that about half paſt ten, as nearly as he could conjecture, one of the men who had been below, came to him on the forecaſtle, and told him it was all over. In a few minutes after the ſhip took a lurch, as a boat will when nearly filled with water and going down; immediately on which Dunlap began to aſcend the fore ſhrouds, and, at the ſame moment caſting his eyes towards the quarter-deck, ſaw Captain Barker ſtanding by the gangway, and looking into the water, and directly after heard him call for the jolly-boat. At the ſame time he ſaw the lieutenant of marines running towards the taffarel, he ſuppoſed to look for the jolly-boat, as ſhe had been previouſly let down with the men in her; but inſtantly the ſhip took a ſecond lurch, and ſunk to the bottom; after which neither the captain nor any other officer were ſeen. A.D. 1797

The ſcene, ſufficiently diſtreſſing before, became now peculiarly awful; more than 240 men, beſides women and children, were floating on the waves, making their laſt effort to preſerve their exiſtence. Dunlap, whom we have before mentioned, gained the foretop. Mr. Galvin, the maſter's mate, after incredible difficulty, got into the main-top. He was below when the ſhip ſunk, directing the men at the chain-pump, but was waſhed up the hatchway, thrown into the waſte, and from thence into the water, and his feet as he plunged ſtruck a rock; on aſcending he ſwam to gain the main ſhrouds, when he was ſuddenly ſeized hold of by three men; he now thought he was loſt; to diſengage himſelf from them, he made a dive into the water, which induced them to quit their hold; on riſing again he ſwam to the ſhrouds, and arriving at the main-top, ſeated himſelf on an arm-cheſt which was laſhed to the maſt. From the obſervations of Mr. Galvin from the main-top, and Dunlap in the fore-top, it appears that near 100 perſons were for a conſiderable time hanging to the ſhrouds, the tops, and other parts of the wreck; but from the extreme length of the night, and the ſeverity of the ſtorm, nature became exhauſted, and they kept at all periods of the night dropping off, and diſappearing. The cries and groans of the unhappy ſufferers, from the bruiſes many of them had received, and as their hopes of deliverance began to fail them, were continued through the night; though as morning appeared, from the few that then ſurvived, they

A.D. 1797 became feeble indeed: the whole number ſaved from the wreck amounted to eight perſons, and ſeveral of them ſo exhauſted as to be indifferent whether they were taken off or not. Mr. Galvin mentions, that at about twelve o'clock the main-maſt gave way; at that time he ſuppoſes there were, on the main-top, and on the ſhrouds, upwards of 40 perſons. By the fall of the maſt the whole were again plunged into the water, and of that number only nine, beſides himſelf, regained the top. The top reſted on the main yard, and the whole remained faſt to the ſhip by ſome of the rigging. Of ten perſons who regained the main-top, four only were alive when the morning appeared: ten were at that time alive on the fore-top, but three of them had got ſo exhauſted, and had become ſo unable to help themſelves, that before any relief came they were finally waſhed away; three others periſhed, and thus four only were finally left alive in the fore-top. The place where the ſhip went down was barely about three times her length, to the ſouthward of the entrance into Herring Cove. The people came down in the night to the point oppoſite to which the ſhip ſunk, and kept large fires, and were ſo near as to converſe with the people on the wreck.

The firſt exertion that was made for their relief was by a boy thirteen years old, from Herring Cove, who ventured off in a ſmall ſkiff by himſelf, about eleven o'clock the next day: and this truly deſerving young lad, with great exertions, and at extreme riſk to himſelf, boldly approached the wreck, and backed in his little boat ſo near to the fore-top, as to take off two of the men, for the boat could not with ſafety hold any more; and here a trait of generous magnanimity occurred which deſerves to be noticed. Dunlap and Munroe, had, throughout this diſaſtrous night, providentially preſerved their ſtrength and ſpirits beyond their unfortunate companions, and had endeavoured to cheer and encourage them as they found their ſpirits ſinking; they were now both enabled to have ſtepped into the boat, and thus to terminate their own ſufferings, but their other two companions, though alive, were unable to help themſelves; they lay exhauſted on the top, wiſhed not to be diſturbed, and ſeemed deſirous to periſh as they lay. Theſe generous fellows heſitated not a moment to remain themſelves on the wreck, and to ſave, though againſt their will, their unfortunate companions; they lifted them up, and by the greateſt

exertions

exertions got them into the little ſkiff, and the *manly boy* A. D.
rowed them triumphantly to the cove, and inſtantly had 1797
them conveyed to a comfortable habitation. After ſhaming, by his example, older perſons who had larger boats, he put off again in his ſkiff, but with all his efforts he could not then approach the wreck; his example, however, was ſoon followed by thoſe in the Tribune's jolly boat, and by ſome of the boats of the cove; with their joint exertions the eight men were preſerved, who, with four that eſcaped in the jolly boat, made the whole number of ſurvivors of this fine ſhip's company.

An inſtance occurred, which, though it may appear unnatural, after the diſtreſſing ſcene we have related, is ſo deſcriptive of that cool thoughtleſſneſs of danger which ſo often diſtinguiſhes our Britiſh tars, that it would be inexcuſable to omit it. Daniel Munroe, one of the ſurvivors, had, as well as Dunlap, got into the fore-top. Suddenly he diſappeared; and it was concluded he had been waſhed away with many others; when, after an abſence from the top of two hours, he raiſed his head through the lubber's hole to the ſurpriſe of Dunlap, who enquired where he had been; he ſaid he had been cruizing for a better birth: after ſwimming about the wreck for a conſiderable time, he had returned to the fore ſhrouds, and crawling in on the catharpins, had actually been ſleeping there more than an hour, and appeared to be greatly refreſhed.

A liſt of the commiſſioned and warrant officers who periſhed on board La Tribune.

Names.	*Rank.*
Scory Barker,	Captain.
Thomas Farrel,	1ſt Lieutenant.
Thomas Clarke,	2d Ditto.
Thomas Shairp,	3d Ditto.
James Clubb,	Maſter.
James Gregg,	Lieutenant of Marines.
Mer. Jones,	Surgeon.
George Stanford,	Purſer.
John Franklin,	Boatſwain.
William Thomas,	Gunner.
James Jurd,	Carpenter.

A.D.
1797

NEWFOUNDLAND*.

The ſquadron on this ſtation was commanded by the Hon. Vice-Admiral Waldgrave, whoſe judicious arrangement of his cruizers protected the trade and fiſhery againſt any annoyance from the enemy's privateers.

LEEWARD ISLANDS†.

Rear-Admiral Henry Hervey, in conjunction with Lieutenant-General Sir Ralph Abercromby, determined on the reduction of Trinidad. For this purpoſe on the 12th of February the troops deſtined for the expedition were embarked on board the ſhips of war and tranſports, and ſailed from Fort Royal bay, Martinique. On the 14th the ſquadron arrived at the iſland of Cariacou, one of the Grenadines, where they were joined by the reſt of the ſhips of war and tranſports which had been ordered to rendezvous at that place. The next day the fleet proceeded to its deſtination; on the 16th it came within ſight of Trinidad and ſtood towards the Gulph of Paria. At half paſt three in the afternoon the Spaniſh ſquadron was diſcovered at anchor in Chaguaramus bay, conſiſting of four ſail of the line and one frigate, under the flag of a rear-admiral‡. As the day was far advanced before the fleet approached the bay, and the enemy appeared in force in Gaſparaux iſland; the admiral ordered the Arethuſa, Thorn, and Zebra to proceed a little further up the gulph, and anchor with all the tranſports, while the Alarm, Favorite, and Victorieuſe were directed to continue under ſail during the night to prevent any veſſels ſailing from Port Eſpagne. Juſt before dark the admiral anchored with the ſhips of the line, in order of battle, oppoſite the enemy's ſquadron, within random ſhot of their ſhips and batteries. At two o'clock in the morning of the 17th the Spaniſh ſquadron was diſcovered to be on fire, and all of them were conſumed excepting one, which, at day light, was brought out by the boats of the fleet without receiving any damage.

General Abercromby immediately landed with a large body of troops; the ſuperintendance of this ſervice was en-

* Appendix, Chap. II. No. 349.
† Appendix, Chap. II. No. 350.
‡ Appendix, Chap. II. No. 351.

trusted

truſted to Captain Woolley, of the Arethuſa, covered by the Favorite ſloop, and took poſſeſſion of the town without oppoſition. On the next day the governor deſired to capitulate for the whole iſland; the articles were agreed to, and in the evening the Spaniſh troops laid down their arms, and the whole colony ſubmitted to his Britannic Majeſty. A. D. 1797

The ſucceſs which had attended the Britiſh arms at Trinidad, induced Rear Admiral Harvey and General Abercromby to attempt the reduction alſo of Porto Rico; and having made every neceſſary arrangement for the ſecurity of Trinidad, they proceeded with the greater part of the fleet and army to this iſland. On the 17th of April they made the iſland of Porto Rico, and came to anchor at Congrejos Point.* The next morning the troops were diſembarked in a ſmall bay on the north ſide of the iſland, meeting with little oppoſition from about 100 of the enemy, who ſoon retired. On approaching the town, however, it was found too ſtrongly fortified, and too actively defended by gun boats and other craft, to admit of any hope of ſucceſs. After bombarding the town for ſome days, and endeavouring to deſtroy a large magazine which was ſituated near it, but without any viſible effect, on the 30th the General gave up the enterprize, re-embarked his troops, and retired with the loſs of about 200 men.

On the 15th of Auguſt the Alexandrian ſchooner, of ſix guns and 20 men, a tender to the Prince of Wales, commanded by Lieutenant William Wood Senhouſe, being on a cruize off Martinique, fell in with, and after a ſmart action captured La Cocq French privateer of ſix guns and 34 men, two of whom were killed, and five wounded. On the ſame evening the Alexandrian attacked another ſchooner of greater force, in a running fight, which eſcaped from the darkneſs of the night.

On the 4th of October Lieutenant Senhouſe, on his paſſage to Barbadoes from Demarary, where he had been to deliver diſpatches to the governor, fell in with a French ſchooner privateer, which he engaged for fifty minutes, when ſhe ſtruck, and proved to be L'Epictaris, of eight guns and 74 men, four of whom were killed, and twelve ſeverely wounded. The Alexandrian had one man killed and four wounded.

* Appendix, Chap. II. No. 352.

A. D. 1797 *The following account of the dreadful cataſtrophe of the ſhip Thomas, of Liverpool, is copied from a Barbadoes Paper of the 14th of October.*

" On Tueſday afternoon laſt drifted on ſhore on the north eaſt part of this iſland, a boat with two men and a boy.

" Of all human ſufferings, few, if any, can exceed what theſe miſerable ill-fated mortals experienced; nor can dangers equal what they encountered, at the recital of which our blood freezes; and our feelings cannot but be deeply diſtreſſed at the relation of ſuch a ſcene of human miſery.

" Theſe are part of the crew belonging to the ſhip Thomas, M'Quay, of Liverpool, on his middle voyage from the coaſt of Africa to this iſland. From that coaſt being infeſted with French privateers, Captain M'Quay had taught his male ſlaves the uſe of arms, in order that they ſhould aid him to repel the attacks of the enemy, ſhould any be made, as he had frequent ſkirmiſhes with them the laſt voyage. But inſtead of becoming auxiliaries in his defence, they took advantage of his inſtructions, and ſeizing his ammunition cheſt, on the 22d of September, early in the morning, about 203 of them appeared on deck, accoutred, and fired on the crew, ſome of whom fell; others, in diſmay, jumped overboard, who were alſo fired at; whilſt others cut away the boat laſhed to her ſtern, and took refuge in her by eſcaping through the cabin windows, leaving the captain and the reſt of the crew endeavouring to quell the inſurgents, by diſcharging ſuch arms as are uſually kept in the cabin; but upon the captain's obſerving that ſome were in the boat and about to deſert the ſhip, he remonſtrated ſo warmly as to induce them to return; but they perceiving that they were overpowered, and ſeeing no poſſibility of eſcaping the danger that awaited them, again ſecured the boat, and quitted the ſhip; of theſe were twelve.

" Having fled from the fury of ſavage ferocity, they now became a prey to the winds and waves, to hunger and thirſt; and after having ſuffered the horrors of theſe for ſome days, they providentially took a ſmall turtle, whilſt floating aſleep on the ſurface of the water, which they devoured; and again being driven to diſtreſs for want of food, they ſoaked their ſhoes, and two hairy caps which were among them, in the water, which being rendered ſoft, each partook of them. But day after day having paſſed, and the

the cravings of hunger preſſing hard upon them, they fell upon the horrible, dreadful expedient of eating each other; and to prevent any contention about who ſhould become the food for others, they caſt lots, when he on whom the lot fell with manly fortitude reſigned his life, with the perſuaſion of his body becoming the means of exiſtence to his companions in diſtreſs, but ſolicited that he might be bled to death, (the ſurgeon being with them, and having his caſe of inſtruments in his pocket when he left the ſhip.) A.D. 1797

"No ſooner had the fatal inſtrument touched the vein, than the operator applied his parched lips, and drank of the blood that flowed; whilſt the reſt anxiouſly watched his departing breath, that they might ſatisfy the hunger that gnawed them. Thoſe that glutted themſelves with human fleſh and human gore, and whoſe ſtomachs retained the unnatural food, ſoon periſhed with raging inſanity, from putrefaction, as we conceive, ſuperſeding digeſtion. Thus the dreary proſpect became the more ſo to the ſurvivors, from ſeeing their fellow companions expire before them, from the very cauſe that ravenous hunger impelled them to imagine would give them exiſtence. Thoſe that remained attribute the preſervation of their lives to having rejected following the example of their fellow ſufferers. Indeed, they aſſert having refuſed riſking their lives to the chance of a ſtraw; but the majority having determined it, they could not refuſe.

"On Tueſday morning the 10th inſtant, (being the 38th day,) the lonely travellers deſcried the ſhore; but having no helm to guide the boat, deſpair took poſſeſſion of their almoſt exhauſted ſpirits; and, being hopeleſs, reſigned themſelves to death. That Providence, however, without whoſe knowledge a ſparrow does not fall to the ground, and whoſe gracious interpoſition in favour of the two has been apparent, became their helm and guide, and directed them to the ſhore; which, when having approached, worn out nature could ſcarcely permit them to leave the boat and embrace the earth ſo fervently wiſhed for; the boy having fallen into the ſurf, and unable to make an effort, was drowned.

"The two men exerting their little ſtrength, crawled on their bellies to the mouth of Joes river, where they ſlacked their thirſt; and being diſcovered by a Mr. Maſcoll,

A.D. coll, he hoſpitably gave them that aſſiſtance which huma-
1797 nity dictates, and ſuch extreme diſtreſs required.
European Mag. 1797.

JAMAICA.*

The cruizers on this ſtation, under the command of Vice Admiral Sir Hyde Parker, were extremely active, vigilant, and ſucceſsful; by which a great number of the enemy's privateers, and merchant veſſels were taken and deſtroyed, and the Britiſh trade protected.

On the 3d of March Captain Monds, in the Diligence ſloop of 16 guns, being on a cruize off the Pan of Matanzas, fell in with La Nativetas, a Spaniſh ſhip of 500 tons, mounting 16 guns, and 50 men, which ſhe captured after an action of three quarters of an hour.

On the 22d of the ſame month Captain Pigot, in the Hermione of 32 guns, being off the weſt end of Porto Rico, diſcovered ſeveral ſmall veſſels at anchor in ſhore; upon which he ſtood in and anchored within half a mile of them, abreaſt of a battery, which he ſoon ſilenced; the boats of the ſhip were inſtantly diſpatched, under the directions of Lieutenants Reid and Douglas, who brought all the veſſels out excepting two, which were ſunk. The following day Captain Pigot ſent Lieutenant Reid to diſmantle the battery, and deſtroy the remaining veſſels in number fifteen, which could not be brought off; which he completely effected without loſs.

On the night of the 6th of April, Captain Ricketts diſpatched the boats of the Magicienne and Regulus into the harbour of Cape Roxo, where they captured, ſunk, and burnt thirteen ſail of ſquare rigged veſſels and ſchooners, the whole which were in the port, and deſtroyed two batteries of two guns each, ſix and four pounders, at the entrance and head of the harbour, without the loſs of a man.

On the 15th Captain Ogilvy, in the Thunderer of 74 guns, in company with the Valiant, Captain Crawly, drove on ſhore about four miles to windward of Jean Rabel, the French frigate L'Hermione, of 44 guns; the crew eſcaped to the ſhore, after having ſet fire to the frigate, and in a ſhort time ſhe blew up.

On the night of the 21ſt, Captain Pigot, in the Her-

* Appendix, Chap. II. No. 353.

mione

mione, with the Mermaid, Quebec, and Penelope cutter, being off Jean Rabel, determined to attempt with the boats of the ſhips to ſurprize and bring off the veſſels which were in that port. The enterprize was projected with much judgment, and executed with ſuch gallantry by the officers and men employed, that it met with complete ſucceſs, bringing off nine veſſels, moſt of which were Americans, that had been taken by French privateers, in defiance of a heavy fire of cannon and muſketry from the enemy's batteries, without a man being hurt. A. D. 1797

On the 23d, Captain Ricketts, in the Magicienne, in company with the Regulus and Fortune ſchooner, upon doubling Cape Tiberoon, diſcovered a privateer ſloop and four ſchooners at anchor in Carcaſſe Bay, which convinced him that the poſts of Irois were attacked. As no time was to be loſt in endeavouring to counteract the views of the enemy, Captain Ricketts ſtood in, anchored, and commenced a heavy cannonade with ſuch ſucceſs, that in a ſhort time the enemy abandoned the fort and fled into the mountains, leaving in the poſſeſſion of the victors their field pieces, ammunition, proviſions, and veſſels laden with neceſſaries for carrying on the ſiege. This attack was attended with the loſs of four men killed; a maſter's mate and ten wounded.

On the 17th of September a very gallant action was fought off Cape Nicolas, by Lieutenant Thomas White,* in the Pelican brig of 18 guns, and a French brig privateer; when, after much manœuvring and bravery diſplayed on both ſides for four hours, the enemy's veſſel blew up abaft, and in five minutes after went down by the head. Sixty of the crew were ſaved by the boats of the Pelican, from whom they learnt that ſhe was La Trompeuſe, mounting 12 ſix pounders, and 78 men.

On the night of the 22d of September a moſt daring and unexampled mutiny broke out on board the Hermione frigate, commanded by Captain Hugh Pigot, when cruizing off the weſt end of Porto Rico. The mutineers having ſecured thoſe of the ſhip's company who were not in the ſecret of their diabolical plot, murdered the captain and officers

* One of the Lieutenants of the Queen, put in to act in the abſence of Captain Gilmore ſick on ſhore.

in

A.D. 1797 in a moſt cruel and ſavage manner, dragging them from their beds, cutting and hacking them with tomahawks and other weapons, and thruſting many overboard whilſt yet alive. It appeared on a court-martial held on ſome of the wretches, who were afterwards condemned and executed; that Captain Pigot hearing a noiſe upon deck, immediately ran out of the cabin, when being badly and repeatedly wounded, he was at length obliged to return. He had reached his cabin, and was ſitting on a couch faint with the loſs of blood, when four of theſe deſperadoes entered with bayonets fixed. One by the name of Crawley* headed them. Captain Pigot, weak as he was, held out his dirk and kept them off. They ſeemed for a moment appalled at the ſight of their commander, when Crawley exclaimed, "What, four againſt one, and yet afraid? Here goes then," and buried his bayonet in the body of Captain Pigot. The other wretches followed his example, who, with their bayonets, thruſt him through the port; and, ſhocking to relate, he was heard to ſpeak as he went aſtern. The mutineers carried the ſhip into La Guira; and, notwithſtanding the remonſtrances of Rear Admiral Harvey, who repreſented to the Spaniſh governor the dreadful effects that might ariſe from encouraging ſuch a proceeding, he fitted out the Hermione, and ſent her to cruize againſt the Britiſh. She was however afterwards retaken, as will be ſeen hereafter.

A Liſt of the Officers murdered by the mutineers of the Hermione.

Hugh Pigot,	Captain.
Sprigs, Douglas, Fanſhaw,	Lieutenants,
Percey, -	Purſer
Dr. Sanſom.	
Manning,	Captain's clerk.
Smith, -	Midſhipman.
Marter, -	Boatſwain.
	Lieutenant of Marines.

On the 27th of December Captain William Henry Ricketts, in the Magicienne, in company with the Regulus

* He has ſince been executed, with ſeveral others.

and

and Diligence brig took from under the protection of the forts in Guadilla bay, in the iſland of Porto Rico, after a cannonade of one hour and a half, Le Brutus privateer of 9 guns, a ſhip, three brigs, and a ſchooner. In performing this ſervice five men were wounded on board the Magicienne and one belonging to the Diligence. A.D. 1797

CAPE OF GOOD HOPE AND EAST INDIES*.

Rear-Admiral Pringle employed his ſhips chiefly off the Mauritius and adjacent iſlands, keeping a ſtrict look out on the enemy's cruizers, and afforded every neceſſary protection to the trade.

Nothing of any importance occurred until the month of October, when the baneful ſpirit of mutiny and diſaffection which had ſo much ſhaken the diſcipline of the Navy in Europe broke out on board the fleet at the Cape. It firſt made its appearance on board the Tremendous, the crew of which ſhip roſe upon the officers, and having confined them, threatened to bring Captain Stephens to a court-martial, compoſed of members choſen from among the delegates; for in this inſtance they followed the ſteps of their mutinous brethren. The charges which they exhibited againſt him were for cruelty and miſconduct on board the ſhip as commander.

The mutineers having been brought to a ſenſe of their improper conduct, and granted a pardon, returned to their duty and obedience; but Captain Stephens, conſidering the attack made upon him unfounded and highly prejudicial to his honour and character as an officer, demanded of the commander in chief a court-martial, to inquire into his conduct on the charges exhibited againſt him by the ſhip's company of the Tremendous. It was accordingly granted and held on board the Sceptre in Table Bay. In the courſe of the evidence againſt him, one of the witneſſes appeared drunk, and prevaricated in his teſtimony ſo much, that the Preſident ordered the court to be cleared. After ſome deliberation, it was agreed that this man's evidence ſhould be deferred till the next day, and that no notice ſhould be then taken of his improper conduct.

The next morning he was brought up to continue his evidence, when the Preſident gave him a ſevere reprimand for coming before the court drunk the preceding day, but excuſed him from any puniſhment. On this another ſailor

* Appendix, Chap. II. No. 14 and No. 15.

A. D. 1797 by the name of Jackſon, who had been a ringleader in the mutiny, called out in court, aſſuming to himſelf at the ſame time a great deal of conſequence, "Why Jack I don't think you were drunk, were you? I ſee no reaſon why you ſhould be reprimanded."

This inſolent and contemptuous behaviour to the court was for the preſent paſſed over as Jackſon was to be the next called as evidence againſt Captain Stephens.

Having finiſhed his examination, the court ordered him to be taken into cuſtody, and that he ſhould be impriſoned one month, for which purpoſe a boat was ordered to carry him on ſhore.

The whole evidence having been heard as well as the defence made by Captain Stephens, and nothing in the ſmalleſt degree appearing to criminate him, but that he had acted like a ſteady and good officer, he was honourably acquitted.

The court martial had not long been diſſolved before ſymptoms of mutiny began again to make their appearance on board the Sceptre and ſome other ſhips, which ſoon broke out into the moſt violent acts of diſobedience, and ſubverſion of all diſcipline. A council was immediately held on ſhore, wherein it was wiſely determined by Lord Macartney, the governor, Admiral Pringle, and General Dundas, to uſe force and the moſt deciſive meaſures for quelling it, and bringing the ringleaders to puniſhment. All the batteries were inſtantly manned, and upwards of 200 pieces of cannon were loaded and pointed at the Tremendous, the admiral's ſhip, on board of which the mutiny was at the greateſt height; the furnaces were heated, and red-hot balls prepared to fire upon her as ſhe lay at anchor off the Amſterdam battery, if the mutineers ſhould refuſe to deliver up the delegates, with the ringleaders, and not return to obedience.

A proclamation was iſſued at ſeven o'clock in the morning, and only two hours allowed for the mutineers to deliberate whether they would accept the terms offered. Ten minutes before the expiration of the time granted, the mutineers finding that it was poſitively determined to ſink the Tremendous, in caſe of refuſal, hoiſted on board of that ſhip the flag of ſubmiſſion, which was immediately followed by all the others. The delegates were given up, many of whom were executed, others ſeverely flogged, and good order and diſcipline once more reſtored on board the fleet.

Captain

Captain Edward Pakenham being on a cruize in the Straits of Bonda, in the Reſiſtance, ſent lieutenant Oakes to ſeize a veſſel lying at ſome diſtance; which he accompliſhed, and imprudently allowed the Malays or Boorgeeſe to remain at large about the veſſel with their arms; the boatſwain who was with Lieutenant Oakes, repreſented to him the propriety of diſarming them; but unfortunately not ſuſpecting any treachery, he would not acquieſce. In the evening, a report was made to him that the head Boorgeeſe had put to death one of the ſeamen. Attributing this to accident, or ſome improper conduct on the part of the ſailor; he went to enquire perſonally into the affair; but had no ſooner approached the head Boorgeeſe, than the fellow creeſed him alſo, and he fell dead at his feet. The boatſwain who was by, cut the fellow's leg off with his hanger; but before he dropped, he ſtruck the boatſwain near the ſhoulder, and wounded him deſperately. The Engliſh incenſed at the unmerited death of their commander, and the probable loſs of the boatſwain, cut to pieces every Boorgeeſe that had not time to jump over board, and effect their ſafety by ſwimming. A.D. 1797

Account of the Mutiny on board the Lady Shore Convict-Ship, bound to New South Wales.

"On the 18th of Auguſt, 179-, about 4 o'clock A. M. the French emigrants, and a number of deſerters (ſent on board the Lady Shore) bound to New Holland, aſſiſted by the ſeamen, revolted and took poſſeſſion of the ſhip, guns, ſmall arms, and the arm cheſt. Mr. Lambert, chief-mate, whoſe watch was upon deck, having obſerved them for ſome time loading their muſkets at the main hatch-way, without alarming the captain or officers commanding the troops, imprudently went into the cabin, loaded his piſtols, and diſcharging one of them, ſhot a Frenchman named De la Hay; the mutineers immediately ſhot Mr. Lambert dead on the ſpot. As Captain Wilſon, hearing a noiſe, was coming out of his cabin, he was ſtabbed in the right ſide of his neck and in his left breaſt, which made him to fall down the companion ladder, into the great cabin, which was our apartment. By this time the revolters had the entire poſſeſſion of the ſhip, ſtationing ſentries at every hatch-way, with their arms loaded, point-

ing

A.D. 1797 ing two guns down the main hatch-way, loaded with grape ſhot and broken bottles; alſo two guns on the fore-caſtle pointed aft, loaded in the ſame manner; laying on gratings at every hatchway, to ſtop any one from coming upon deck.

"About 8 o'clock, A. M. the chiefs and ſeveral others came down below into the great cabin, and demanded our fire-arms, which were given them; at the ſame time Adjutant Minchin gave orders to the ſerjeants to deliver up what arms and what ammunition they had amongſt them, and deſired them not to make any reſiſtance. Adjutant M. gave his word and honour that no reſiſtance ſhould be made on his part, or any of his people againſt them. Serjeant Hughes informed Adjutant M. he had about 28 ſtand of arms, and about 34 or 40 rounds of ball cartridges, which Adjutant M. ordered him to deliver up.

"They informed us, that in a few days they meant to give us the long-boat and ſend us away, which they performed on the 15th day, at 8 o'clock, P. M.; diſtance about 100 leagues off the land, at the entrance of the river De la Plata, in the latitude of Cape St. Mary, ſending in the long boat, 29 perſons, men, women, and children, the youngeſt child not five weeks old. After meeting with very tempeſtuous weather and heavy ſeas, in 48 hours, we arrived at a Portugueſe ſettlement, called Port Saint Pedros, Rio Grande, where we were received by the governor and inhabitants in a very humane manner. On our firſt arrival at Port Saint Pedros, Adjutant Minchin of his own accord, allowed James George Semple Liſle, who was a convict on board, to make out a report to the governor, that he, the ſaid Semple was a major in the Dutch cavalry, and Adjutant M. ſanctioned him in it. Some few days after, the officer at whoſe houſe I was quartered, aſked me the reaſon why the ſaid major had not his uniform, belt, breaſt plate, faſh, &c. as well as Adjutant Minchin and myſelf? I not wiſhing to deceive the officer, informed him he never had any, and that he was nothing but a convict, and was ſent out for ſeven years tranſportation.

"The governor was informed what I had reported, and acquainted Semple with it, who went to Minchin's quarters, and aſked his advice what he ſhould do in the buſineſs? Minchin adviſed him to ſeek and run me through, and then would be nothing more ſaid about his character.

Minchin

Minchin being very intimate with Semple, went next morning, in company with him, to the governor's, carrying a parcel of papers belonging to him, one of them ſaid to be a Dutch commiſſion in the cavalry, and what I had reported was an infamous lie; and he, the ſaid Minchin, hoped the governor would chaſtiſe me; Minchin took Semple's advice in every thing, and always kept him company. A.D. 1797

On the 23d of September, 1797, we were embarked on board ſmall craft for Rio de Janeiro. Semple, Mr. Black, and Michael Richards, a boy, made intereſt to go by land to St. Catharines. We arrived at Janeiro on the 23d of October, ſome time after the above-mentioned people had reached that ſettlement from St. Catherine's on board the Portugueſe men of war. Semple was on board the admiral's ſhip, Signor Antrine Janeiro's; Mr. Black on board a 64 gun ſhip, commanded by one Thompſon an Engliſhman. On board the admiral's ſhip was another Engliſhman, named Philip Anvorn, a lieutenant in our ſervice, but rank of major-general in the Portugueſe ſervice,) who I am ſorry to ſay, paid every attention to Semple, ſupplying him with caſh, and introducing him to the firſt company in Rio Janeiro. Although I had applied to him in in perſon for aſſiſtance, and to uſe his intereſt for us to be better treated than what we were, he knowing our unfortunate ſituation, many days without ſubſiſtence, actually in a ſtate of ſtarvation; the allowance from the viceroy being only twelve venteens about 13½d. ſterling, per day, for fifty days, and that was actually ſtopped from all of us, for four or five days, except Drummond, without our having a morſel of bread to eat.

On the 23d of January, 1798, we were embarked on board the different Brazil merchantmen, for St. Salvadore's and Liſbon; and arrived at St. Salvadores the 5th of April, being very ill-treated on board the merchantmen, having nothing to eat but ſtinking ſalt beef, caſada roots, and horſe beans. We repreſented our ill-treatment to Franſico Paulo de Sait, Admiral, and commanding our convoy, who took no notice of it. We ſtaid at St. Salvadore two months, receiving no ſubſiſtence either from the governor or commodore. On board the ſhip with myſelf was Lieutenant Drummond; on our coming out of the Bay of All Saints, we unfortunately carried away our rudder, and

A.D. 1797 were obliged to return to refit; when on applying to the governor for a paſſage in the ſecond convoy, he kindly ordered us on board the frigate Charlotte, the commodore of the convoy, where, we cannot ſay with truth, we were treated like gentlemen. On our going into the Tagus we got a-ground on the bar of Liſbon; but in twenty-four hours we happily got off, by the aſſiſtance of the Almighty, and not by the good management of the Portugueſe.

Witneſs my hand this 1ſt of September, 1798,

William Prater, Enſign N. S. W. Corps of Foot.*

1798 Supplies granted by parliament.

	l.	*s.*	*d.*
For the maintenance of 120,000 men, including 20,000 marines and ordnance for ſea ordnance	6,680,000	0	0
Wear and tear of ſhips in which they are to ſerve, -	4,290,000	0	0
Expence of the tranſport ſervice, and for maintenance of priſoners of war in health - -	1,200,000	0	0
Ordinary, including half-pay to ſea and marine officers -	689,858	19	7
Building and repairs of ſhips, and other extra work - -	639,530	0	0
	£ 13,449,388	19	7
Total - -	£ 35,028,798	4	10

Flag Officers employed.

Officers.	*Rank.*	*Ships.*	*Guns.*
	Portſmouth,		
Sir P. Parker, Bt.	Ad. of the White,	R. William	84
	Plymouth,		
Sir Richard King, Bt.	Admiral of the Blue, - -	Cambridge	84

* In the month of December, 1799, Jean Revot who murdered the captain of the Lady Jane Shore, was tried at the Old Bailey, fully convicted of the offence, ſentenced to be hanged, and executed.

Downs,

A.D. 1798

Downs,

J. Peyton, Esq. Admiral of the Blue, Overyssel 64

Nore,

S. Lutwidge, Esq. Vice Ad. of the Blue, Zealand 64

Cork,

R. Kingsmill, Esq. Vice Ad. of the Red, no particular ship.

Channel Fleet,

Lord Bridport, Ad. of the White, R. George 110
Sir A. Gardner, Bt. V. Ad. of the White, R. Sovereign 110
Sir C. Thompson, Bt. Vice Ad. of the Blue, - - } Formidable 98
Sir Roger Curtis, Bt. Rear Ad. of the Red, Prince 98
Lord H. Seymour, Rear Ad. of the White, Sans Pareil 80

North Sea,

Lord Duncan, Admiral of the Blue, Kent 74
Sir R. Onslow, Bt. Vice Ad. of the Red, Monarch 74

Fitting for Foreign Service,

Sir J. Colpoys, K. B. Vice Ad. of the Blue, - - - } Northumberland - 74

Mediterranean,

Earl St. Vincent. Admiral of the Blue, Ville de Paris 110
Lord Keith, Vice Ad. of the Blue, Foudroyant 80
Sir W. Parker, Bt. Rear Ad. of the Red, Prince George 98
Sir J. Orde, Bt. Rear Ad. of the White, Princess Royal 98
Sir H. Nelson, K. B. Rear Ad. of the Blue, Vanguard 74
T. Lenox Frederick, Esq. Rear Ad. of the Blue - - } Blenheim 90

North America,

G. Vandeput, Esq. V. Ad. of the White, Resolution 74

Newfoundland,

Hon. W. Waldgrave, V. Ad. of the Blue, Agincourt 64

Leeward Islands.

H. Hervey, Esq. Rear Ad. of the Red, P. of Wales 98

A.D. 1798

Jamaica,

Sir H. Parker, Knt. Vice Ad. of the Red,	Queen	98
R. R. Bligh, Eſq. Rear Ad. of the Red,	Brunſwick	74

Cape of Good Hope,

T. Pringle, Eſq. Rear Ad. of the Red,	Tremendous	74
Sir Hugh C. Chriſtian, K. B. Rear Admiral of the White -	Virginia	44

Eaſt-Indies,

P. Rainier, Eſq. Rear Ad. of the White,	Suffolk	74
J Blankett, Eſq. Commodore.	Leopard	50

Vice Admiral Sir Charles Thompſon ſhifted his flag to the Queen Charlotte; Vice Admiral Vandeput to the Aſia; Rear Admiral Pringle returned to England; and Sir H. C. Chriſtian hoiſted his flag on board the Tremendous. Rear Admiral Frederick returned to England and ſtruck his flag.

Rear Admiral Charles Maurice Pole firſt captain to the Channel fleet.

In November the orders for fitting the Northumberland were countermanded. In the ſame month Lord Keith hoiſted his flag on board the Foudroyant, and ſailed for the Mediterranean.

On the 9th of April Rear Admiral Sir Horatio Nelſon ſailed in the Vanguard from St. Helens, having under his eſcort the convoy for Liſbon and the Mediterranean.

Rear Admiral Sir Roger Curtis, on his return from off Liſbon, joined the fleet under Earl St. Vincent.

Rear Admiral Sir John Orde returned to England.

On the 26th of May a bill was paſſed for the more ſpeedily and effectually manning of the navy. The purport of this bill was to ſuſpend all protections for one month in the coal trade; and five months in other caſes.

In the month of January it was agreed between Great Britain and France, that the priſoners of each ſhould be maintained at the coſts of their reſpective countries; each ſending an agent to ſuperintend the furniſhing them with proviſions, the markets to be opened to the agents reſiding therein. The priſoners in both were likewiſe to be confined in two or three places of general rendezvous, inſtead of being ſcattered over the country. The agent appointed by Great Britain was Captain James Cotes, of the navy, with

with a ſalary of a 1000l per annum; on the part of France M. Niou. A.D. 1798

The French priſoners were confined at the following places in Great Britain.

At Portſmouth, -	10,576	Edinburgh,	736
Plymouth, -	8,398	Chatham, -	1,298
Norman Croſs,	4,027	Stapleton, -	4,121
Liverpool, -	4,009		
		Total,	30,265

Officers (Priſoners) on Parole.

At Tiverton, -	114
Litchfield, -	66
Biſhops Waltham, -	60
Peebles, - -	60
	300

The Britiſh priſoners in France at this time amounted to about 2800.

On the 13th of September a cartel for the exchange of priſoners was agreed to between Great Britain and France on the following terms, viz.

1ſt. An exchange of priſoners of war ſhall immediately take place between the two countries, man for man, and rank for rank; and the French government ſhall begin, by ſending over to England, in a French cartel veſſel, a number of Britiſh priſoners, with the proportion of five officers to one hundred men; upon the arrival of whom in England, the Britiſh government ſhall cauſe an equal number of the ſame ranks of French priſoners to be ſent, in an Engliſh cartel veſſel, to France. The Britiſh government ſhall then cauſe to be ſent to France, in an Engliſh cartel veſſel, a number of French priſoners, with the ſame proportion of officers as above mentioned, for whom the French government ſhall return, by a French cartel veſſel, the ſame number and ranks of Britiſh priſoners. The exchange ſhall be continued according to the ſame alternate plan, until one or other of the two governments ſhall think proper to put a ſtop thereto; and, in that caſe, the party ſo diſcontinuing is to return, without delay, whatever number of priſoners may appear to be againſt it on the balances of the exchanges that may to that time have taken place in conſequence of this cartel.

2dly

A.D. 1798 2dly. In order to prevent any difficulties that might otherwiſe ariſe from the diverſity of ranks of officers in the ſervice of the two countries, it is hereby agreed, that the table hereunto annexed, or correſponding ranks in the Engliſh and French ſervices, ſhall uniformly be attended to by both parties; and that officers on either ſide, of ranks of which there ſhall be no correſponding officer or officers in poſſeſſion of the other power, ſhall be exchanged for their equivalent, according to the ſcale of value in men ſpecified in the ſaid table.

3d. All the priſoners on both ſides to be exchanged by this cartel, ſhall be ſelected according to their ranks, by the reſpective agents of the countries to which they belong, reſiding at Paris or in London, without any interference whatever on the part of the government in whoſe poſſeſſion they may be.

4th. It being ſtipulated that the Britiſh priſoners ſhall be ſent to England in French veſſels, and the French priſoners conveyed to France in Britiſh veſſels, it is hereby agreed that the whole expence attending ſuch veſſels ſhall be defrayed by the reſpective countries by which they may be employed; and that the priſoners during their paſſage ſhall be furniſhed with the following daily allowances. viz.

Britiſh Priſoners.

Bread,	-	1lb.
Beef,	- -	1lb.
Beer 2 quarts, or wine 1 quart.		

French Priſoners

Bread,	- -	1 $\frac{1}{2}$lb.
Beef,	- -	$\frac{3}{4}$lb.
Beer 2 quarts.		

A table of which allowances is to be affixed to the maſt of each cartel veſſel.

5th. All priſoners on both ſides, not being officers, who, from wounds, age, or infirmities, are rendered incapable of further ſervice; and alſo all boys under twelve years of age, ſhall be forthwith returned to their reſpective countries, without regard to their numbers or equality of exchange; but the ſelection of perſons of the deſcriptions mentioned in this article, is to be left entirely to the agents and ſurgeons of the government of the country in which they are detained.

6th

6th. All ſurgeons, ſurgeons-mates, purſers, (or aids- A.D.
commiſſaries) purſers ſtewards, (or commis aux vivres) 1798
ſecretaries, chaplains, and ſchoolmaſters (being the claſſes comprehended under the denomination of non-combattants, and alſo paſſengers not of the ſea or land ſervice, in whatever ſhip taken), ſhall not be conſidered as priſoners; but ſhall be immediately ſet at liberty, to return to their reſpective countries, without being placed to the account of exchange.

7th. All officers bearing authentic commiſſions in the land ſervice, and thoſe belonging to the ſea ſervice, of the following ranks, viz.

Admirals.
Vice Admirals.
Rear Admirals.
Commodores.
Captains.
Lieutenants.
Enſigns.
Maſters.
Mates, (or Pilots.)
Midſhipmen, (or Aſſiſtants.)

and alſo maſters, and mates, or ſecond captains of merchant veſſels exceeding the burthen of 80 tons, together with the captain, and in the proportion of three other officers to each hundred men, of privateers of 14 carriage guns and upwards, ſhall either be permitted to return to their reſpective countries, on parole not to ſerve until regularly exchanged; or ſhall have the uſual indulgence of parole granted to them in the country in which they are detained. And, it is agreed, that whatever officers may by virtue of this article return to their reſpective countries, ſhall be ſuffered to depart from their preſent places of confinement, to Dover, or Garvelines, as ſoon as conveniently may be after the ſigning of the preſent cartel; and alſo, that all officers, reſiding on parole in their own countries ſhall ſignify to the agent of the country to which they are priſoners their reſpective places of reſidence, which they are on no account to change, without firſt intimating their intention to the ſaid agent; and they are, moreover, at the at the expiration of every two months, to tranſmit to the ſaid agent, a certificate of the particular places where they

A.D. 1798 may reſide, ſigned by the magiſtrates, or municipal officers of ſuch places.

8th. The ſettlement of the balance now exiſting on the account of ſuch exchanges of priſoners of war of both countries, to have taken place from the commencement of hoſtilities, to the day of the date hereof, ſhall be deferred until the termination of the preſent war; but it is clearly underſtood, that all officers on both ſides, who have been releaſed, and permitted to return to their reſpective countries on parole, ſince the commencement of the war, and who have not hitherto been regularly exchanged, are not to ſerve in any capacity; either civil or military, until they ſhall have been duly exchanged, for priſoners of equal ranks, according to their original engagements.

Done at the Tranſport Office, London, the 13th of September, 1798.

RUPERT GEORGE,
AMBROSE SERLE,
JOHN SCHANK,
JOHN MARSH.

Table of the correſponding Ranks in the Engliſh and French Service, with their value in Men.

RANKS IN THE NAVY.

French.	*Engliſh.*	*Value in men.*
Vice-admiral, commanding in chief, having the temporary rank of admiral.	Admiral commanding in chief.	60
Vice-admiral.	Admiral carrying his flag at the main. Vice-admiral.	40
Rear-admiral.	Rear-admiral.	30
Chief of a ſquadron.	Commodore.	20

Captain

French.	*Engliſh.*	*Value in men.*	A.D. 1798
Captain of a ſhip of the line.	Poſt captain of three years ſtanding, whoſe rank anſwers to that of colonel; ditto having the rank of lieutenant-colonel.	15	
Captain of a frigate.	Maſters and commanders, or captains not poſt, having rank as major, amongſt whom are included captains of fire ſhips, who are maſters and commanders.	8	
Lieutenant of a ſhip of the line.	Lieutenant without diſtinction.	6	
Enſign of a ſhip of the line.	Lieutenant when all the French ſhall be exchanged, and in default of Engliſh lieutenants midſhipmen.	4	
Midſhipman, maſter of a merchant veſſel, and captain of a privateer.	Midſhipman, maſter of a merchant veſſel, and captain of a privateer.	3	
Lieutenant of a merchant veſſel, or privateer, and all petty officers.	Mates, and all petty officers.	2	
Seamen, volunteers, and others being conſidered as common ſeamen	Seamen, volunteers, and others, being conſidered as common ſeamen.	1	

A.D. 1798

RANKS IN THE LAND SERVICE.

French.	*Engliſh.*	*Value in men.*
General of diviſion commanding in chief.	Captain-general, or field-marſhal.	60
General of diviſion.	General.	40
General of brigade	Lieutenant-general.	30
Inferior to the preceding	Major-general.	20
Superior to the following		
Chief of brigade.	Brigadier-general.	15
Chief of battalion or ſquadron.	Colonel.	8
Captain.	Captain.	6
Lieutenant.	Lieutenant.	4
Sans Lieutenant.	Enſign.	3
Non-commiſſioned officers down to the rank of corporal inclusive.	Non-commiſſioned officers down to the rank of corporal inclusive.	2
Soldiers.	Soldiers.	1

RUPERT GEORGE,
AMBROSE SERLE,
JOHN SCHANK,
JOHN MARSH,
—— NIOU.

A liſt of the French priſoners in Great Britain with the number of priſoners confined in each priſon at the time above articles were agreed to. See page 85.

Britiſh priſoners in France, about 4000.

A decree having been publiſhed by the French Directory, declaring that all perſons, natives of or originally belonging to neutral countries, or countries in alliance with France, who may form a part of the crews of any of the king's ſhips of war, or any Britiſh veſſels, ſhall be conſidered and treated as pirates. In conſequence of which his Majeſty, on the 20th of November, directed it to be ſignified to the commiſſary for the French priſoners in Great Britain, that if

if this decree ſhall, in any inſtance, be carried into effect againſt any ſuch perſons taken in any veſſels the property of his Majeſty, or of his Majeſty's ſubjects, and navigated under the Britiſh flag, it is his Majeſty's determination to exerciſe the moſt vigorous retaliation againſt the ſubjects of the French Republic, whom the chance of war has now placed, or may hereafter place at the king's diſpoſal. A.D. 1798

In the ſpring a corps of Sea Fencibles was raiſed on a plan propoſed to the admiralty by Captain (now Sir Home Riggs) Popham, to be compoſed of the fiſhermen, and ſeamen employed in coaſters, and other men employed on the water in the different harbours, rivers, and creeks along the coaſt. Theſe men were to be trained to the uſe of the pike, and exerciſed at great guns if any where in the diſtrict. A poſt captain and a certain number of commanders, according to the extent of the diſtrict were appointed to command them. The pay and allowance to the poſt captain was one pound ten ſhillings per day, and five ſhillings for a clerk, ſtationary, and travelling; the commanders twenty ſhillings per day and an allowance of one ſhilling and ninepence more for contingencies. The men are granted protections from the captains of the diſtrict and at each muſter or exerciſe receive one ſhilling each. The following are the counties on the coaſt of which the ſea fencibles are raiſed, with a tolerable accurate ſtatement of the numbers in each, viz.

A List of the Number of Sea-Fencibles, raiſed in each Maritime County, and the Officers appointed to command them, with their Places of Reſidence, March, 1798.

Poſt Captains.	*Commanders.*	*Diſtrict.*	*Reſidence.*
Hon. George Berkeley,	John Whitby, Andrew Sproule, James Briſbane,	From Emſworth to Beachy-head.	Bogner.*
Horne Riggs Popham,	E. H. Columbine, F. H. Coffin, James Noble,	From Beachyhead to Deal.	Rye.
Thomas Hamilton,	Richard Rudſdall, J. L. Popham,	From Deal to Feverſham,	Margate.
Eliab Harvey,	Thomas Miles, George Harriſon,	From Leigh to Harwich,	Malden.†
William Edge,	Edward Killwick, H. E. R. Baker,	From Harwich to Yarmouth,	Southvold.
Walter Lock,	Henry Hill,	Iſle of Wight,	Brading.

On

* Changed to Chicheſter, afterwards to Wincheſter.

† Changed to Colcheſter

On the 3d, of April, the Sea-Fencibles were further extended, and the following officers appointed to command them.

Poſt Captains.	*Commanders.*	*Diſtrict.*	*Reſidence.*
Arthur Philip,	Thomas Dalby, James Seward,	Coaſt of Hampſhire,	Limington.
Nicholas Ingram,	Henry Fetting, Richard Prater,	Coaſt of Dorſetſhire,	Weymouth.
Edward Bullen,	John Marſh, J. T. Michell,	Coaſt of Devonſhire,	Dartmouth.
Arthur Kempe,	William Smith, (1) William Burgeſs,	Southern coaſt of Cornwall, from Plymouth to the Lands-End,	Fowey.

On the 14th of May.

Edward Edwards,	John Shortland, Robert Manſell,	Between Salt-fleet and Flamborough-head,	Hull.

Captain

A.D. 1798 Captain Cromwell was appointed to command on the coaſt of Suſſex, from Emſworth to Beechy Head, vice George Berkeley promoted to his flag, 1800; and in 1801, William O'B. Drury, vice Cromwell promoted; J. Aylmer from Beachy Head to Deal, vice H. R. Popham; Hon. William Shields, vice Aylmer.

In 1800, Edward O'Brien to command on the coaſt of Eſſex, vice Eliab Harvey, appointed Captain of the Triumph. In 1801, Iſaac Schomberg, vice O'Brien removed to Hampſhire, vice Arthur Philip promoted to his flag.

In 1800, Henry Edwin Stanhope, vice Edward Buller appointed to command the Edgar. In 1801, James Keener, vice Stanhope promoted to his flag.

In 1801, Hon. Charles Carpenter, vice Edward Edwards promoted to his flag.

In 1800, Richard Boger, vice Arthur Kempe promoted to his flag.

Total Number of Men raiſed on each Coaſt.

Suſſex - -	814
Hampſhire - -	379
Iſle of Wight - -	579
Devonſhire - -	1268
Dorſetſhire - -	734
Kent - - -	389
Eſſex - - -	1205
Suffolk - -	1142
Cornwall - -	1143
Yorkſhire - -	

OCCURRENCES AT AND NEAR HOME.*

On the 1ſt of January, the court-martial which had been ſitting on board the Circe frigate, in the river Medway, from the 4th of December laſt, to try Captain John Williamſon, late of his Majeſty's ſhip Agincourt, upon charges exhibited againſt him by Captain Thomas Hopper of the marines, for his conduct in the action of the 11th of October laſt; the court having heard the evidence on the

* Appendix, Chap. II. No. 356. Channel-fleet, with thoſe employed in the North Sea, coaſt of Ireland, cruiſers, &c.

part

part of the profecution, and the defence, together with all the evidence the prifoner chofe to bring forward; and after having weighed the whole maturely and deliberately, are of opinion, that the charges of cowardice and difaffection have not been proved againft the faid Captain Williamfon. That the other charges have been proved in part, therefore the court pronounces the following fentence. A.D. 1798

"That the faid Captain John Williamfon be put at the bottom of the lift of poft captains, and be rendered incapable of ever ferving on board any of his Majefty's fhips."

"Signed,

JOHN MANLEY,
ROBERT PARR,
JOHN SMITH,
THOMAS BERTIE,
WILLIAM HEYWOOD,
SOL. FERRIS,
DOUGLAS,
PEARD,
H. INMAN,
J. LAWFORD."

On the 5th, Captain Robert Carthew Reynolds, in La Pomone, being on a cruife off Ufhant, at 11 o'clock at night, came up with a large fhip, which being deceived in the ftrength of La Pomone, had the temerity to exchange feveral broadfides with her, before fhe furrendered. Captain Reynolds had fcarcely taken poffeffion of the prize and fhifted the prifoners; when it was found that fhe had received fo much damage, as to make it neceffary for him to take his people on board again, and in a few minutes fhe funk. She proved to be La Cheri, mounting 26 guns, and manned with 230 men, of whom 12 were killed, her commander Monf. Chaffin, and 21 wounded, who with two others died the following day. La Pomone had one man killed and four wounded; her maffs and rigging fo much difabled, that Captain Reynolds was under the neceffity of returning to Falmouth to refit.

On the 8th, Charles Crawley and Jofeph Robinfon, two feamen belonging to the Van Trump, were executed at Spithead, for mutiny on board that fhip, when on her paffage from the Cape of Good Hope.

On

A.D. 1798 On the 11th, the Cerberus of 32 guns, Captain James Drew, anchored in Cawfand Bay from Cork, the wind then blowing ſtrong from the S. W. with a heavy ſea. In the afternoon, the gale having abated, Captain Drew being anxious to deliver his diſpatches to the port admiral, left the ſhip, in his boat, accompanied by Captain James King Pulling, late of the Penguin ſloop on the Iriſh ſtation, who came paſſenger in the Cerberus to join the Hindoſtan, fitting out in Hamoze, which ſhip he was appointed to command as a poſt captain. Mr. James Drew, acting lieutenant, Mr. Poore and Mr. Daily, midſhipmen, were alſo in the boat; as they were paſſing the bridge, a rocky ſhoal paſſage between St. Nicholas iſland and Mount Edgecombe, the ſwell of the ſea being much increaſed by a ſtrong ebb tide; it broke into the boat with ſuch violence, that ſhe inſtantly foundered; and out of thirteen, only two ſeamen were ſaved; theſe men not being able to ſwim, had ſecured each an oar, by which means they were fortunately driven to the rocks at Mount Edgecombe.

On the ſame day, the Racoon ſloop of war, Captain Robert Lloyd, captured, after a ſhort running fight, Le Peliérate, French privateer of 16 guns, and 72 men; in which Mr. Kennedy, the maſter, was killed, and four men wounded.

On the 23d, Captain Graham Moore, in the Melampus of 36 guns, being on a cruize to the weſtward, fell in with, and after a ſhort, but cloſe action, captured La Volage, French corvette, fitted out by the merchants of Nants, mounting 20 nine pounders, 2 eighteen pounders, 195 men, commanded by M. Deſagenaux, captain of a frigate, ſhe had four men killed and eight wounded. The Melampus two mortally wounded, and three more dangerouſly.

On the 25th, Vice Admiral Sir Charles Thompſon ſailed from St. Helen's on a cruize to the weſtward, with a detachment of the Channel fleet.*

On the 17th of February, a ſquadron of frigates ſailed on a cruize, under the command of the Honourable Captain Robert Stopford.*

* Appendix, Chap. II. No. [illegible].

Ships.	Guns.	Commanders.
[illegible],	[illegible]	Hon. R. Stopford
[illegible],	[illegible]	Chas. Boyle.
[illegible],	[illegible]	P. Beaver.
[illegible],	[illegible]	James Newman.
[illegible],	[illegible]	J. C. White.

On

A.D. 1798

On the 25th Lieutenant Charles Webb, in the Cobourg cutter, about 16 leagues from Corunna, after a chace of nine hours, in a hard gale of wind from the N. W. and a ſmart running action of two hours, cloſe alongſide of the enemy, captured La Reverche, French privateer lugger, of 16 guns, and 62 men. In the engagement the enemy made two attempts to board the Cobourg, in both of which he was repulſed. Soon after, his main and mizen maſt being ſhot away, he called for quarter, and ſurrendered, with the loſs of ſeven men killed, and eight wounded. The lugger had received ſo much damage that ſhe ſunk; the Cobourg had two men wounded.

On the 8th of March the ſquadron cruizing off L'Ile Dieu, under the command of Sir John Borlaſe Warren, intercepted a convoy of the enemy's, a part of which was captured, laden with naval ſtores and proviſions from Rochfort, bound to Breſt. On the 14th Sir John Warren anchored the ſquadron near Baſque Road, and diſpatched the boats in purſuit of ſome veſſels which were in the Pertius D Antioche; they brought out five ſhips and four chaſſe marées, laden with proviſions.. On the 22d the ſquadron chaſed a large French frigate, which at twelve at night Captain Stopford, in the Phaeton, brought to action; but the enemy running into ſhoal water, he was obliged to haul off. She endeavoured to effect her eſcape into the river Garonne; in doing of which ſhe ſtruck upon the Olive Rocks, near the Cordovan Light-houſe, having previouſly thrown all her guns over board.

On the 24th Captain Payne ſailed with a ſquadron from St. Helens, to relieve Sir J. B. Warren*. After encountering much bad weather, in which ſeveral of the ſhips ſeparated, and capturing a few ſmall privateers, Captain Payne returned on the 16th of April to Spithead.

In the ſame month, Sir Richard John Strachan in the Diamond, with the Hydra, Capt. Sir Francis Laforey, at-

Ships.	Guns.	Commanders.
L'Impetueux	74	Capt. J. W. Payne
Canada	74	
St. Florenzo	74	Sir H. B. Neale
Arden	44	P. C. Durham
Triton	32	Hon. R. Stopford
La Nymphe	32	P. Patton
Martial	32	John Norman
Sylph (brig)	16	J. C. White
Cygnet (cutter)	14	Lt. D. Hanchey

 attached

A. D. 1798 tacked a conſiderable fleet of the enemy's gun-boats off Havre, attempting to effect their paſſage along ſhore to Breſt, one of which he ſunk after a briſk fire, and forced the remainder to take protection under the batteries, at the entrance of Havre. Sir Richard Hood ſo cloſe in, that the Diamond was run aground, but fortunately got off, without having ſuſtained any material damage.

On the 4th of April the Pallas frigate, commanded by the Hon. Capt. Henry Curzon, parted her cables in a heavy gale of wind in Plymouth Sound, and drove on ſhore between Mount Batten and the Withy Hedge; the gale blew with ſuch violence, attended with a tremendous ſea, that no poſſible aſſiſtance could be afforded her; and it was for a conſiderable time doubtful whether any of the crew could be ſaved. But the ſhip fortunately ſwung round, and heeled over to the ſhore, by which means her people were ſheltered from the breakers, and were enabled to reach the land on the ebb tide, excepting one man who was killed by the falling of the maſts. The ſhip and a great part of the ſtores were entirely loſt.

On the 9th of April Sir Roger Curtis ſailed with a ſquadron from Cawſand Bay, to cruize off the coaſt of Ireland; and on the 12th, Admiral Lord Bridport ſailed from St. Helens, to cruize off Breſt*.

On the 21ſt Captain Alexander Hood in the Mars, was directed, by ſignal from Lord Bridport, to chace a ſtrange ſail ſeen in ſhore, which, on his approach, he obſerved to be an enemy's ſhip of the line, and that ſhe was endeavouring to eſcape through the paſſage Du Raz; but the tide proving contrary, and the wind eaſterly, obliged her to anchor at the mouth of the paſſage: this afforded Captain Hood an opportunity of attacking her, which he performed in a moſt noble and gallant manner, laying the Mars ſo cloſe alongſide the enemy, as to unhinge ſeveral of the lower deck ports. In this ſituation a moſt bloody conflict commenced, and continued an hour and an half, when ſhe ſurrendered. Towards the cloſe of the battle Captain Hood received a wound in the thigh, which proved mortal; he lived to receive the joyful news of the enemy's ſubmiſſion, and expired covered with immortal glory.

She proved to be L'Hercule of 74 guns, and 700 men, the firſt time of her being at ſea, from L'Orient, to join the

* Appendix, Chap. II. No. 226, and 229.

Brest

Breſt fleet. The carnage on board the enemy's ſhip muſt have been dreadful, upwards of 400 men were killed and wounded; her hull on the larboard ſide was ſhockingly burnt and torn to pieces. A. D. 1798

The loſs ſuſtained by the Mars amounted to 17 killed, 5 died of their wounds, 60 wounded, and 8 miſſing, in all 90.

Among the ſlain, beſides Captain Hood, were Captain Joſeph White of the marines, and Mr. James Blythe, midſhipman: wounded, George Argles, third lieut. though badly wounded, never quitted the deck; George Arnold Ford, fifth lieutenant, and Mr. Thomas Southey, midſhipman*.

On the 5th of May, Captain Sir Sidney Smith, who had been a long time confined a cloſe priſoner in the Temple at Paris, effected his eſcape in an open boat from Havre de Grace, he was picked up by the Argo frigate, Captain, J. Bowen, and landed at Portſmouth. M. Bergeret, captain of the Virginie French frigate, who had been captured by Sir Edward Pellew, was permitted by the Britiſh government, ſome time previous to Sir Sidney's eſcape, to go to France, and endeavour to negotiate an exchange between himſelf and that officer; but being unable to ſucceed, he returned to England. The object of M. Bergeret's miſſion being now atttained, he received a letter from the Secretary of State, ſignifying that his Majeſty was graciouſly pleaſed, conſidering the trouble to which he had been put, and as a mark of the ſatisfaction his conduct had afforded, reſtored to him his liberty, and permitted him to return to his country, without any reſtriction whatever.

* The ſhip's company of the Mars erected a monument in the churchyard at Stoke, near Plymouth, in memory of two of their comrades, who died at the hoſpital, of their wounds, with the following inſcription:

"This monument

"To the memory of James Hinde, aged 30, and John Fitter, aged 20, ſeamen, who died of the wounds they received in the glorious conflict between the Mars 74, and L'Hercule 74, French man of war, on April, 1798, in defence of their king and country, is erected at the joint expence of the ſhip's company, as a tribute of regard for their ſhipmates companions in arms."

A. D. 1798 *The following singular and interesting Account of the Escape of Sir Sidney Smith, is given in a late Publication, entitled Secret Anecdotes of the 18th of Fructidor, (Sept. 4, 1797.*

When I was taken at sea, (said the gallant commodore,) I was accompanied by my Secretary, and M. Tr——, a French gentleman who had emigrated from his country; and who, it had been agreed, was to pass for my servant, in the hope of saving his life by that disguise; nor were our expectations frustrated; for John, as I called him, was lucky enough to escape all suspicion.

On my arrival in France, I was treated at first with unexampled rigour, and was told I ought to be tried under a military commission, and shot as a spy. The government, however, gave orders for my removal to Paris, where I was sent to the Abbaye, and, together with my two companions in misfortune, was kept a close prisoner: meanwhile the means of escape were the constant object on which we employed our minds. The window of our prison was towards the street, and from this circumstance we derived a hope sooner or later to effect our object. We already contrived to carry a tacit and regular correspondence by means of signs with some women who could see us from their apartments, and who seemed to take the most lively interest in our fate. They proposed themselves to assist in facilitating my liberation, an offer which I accepted with great pleasure; and it is my duty to confess, notwithstanding the enormous expences occasioned by their fruitless attempts, they have not less claim to my gratitude. Till the time of my departure, in which, however, they had no share, their whole employment was endeavouring to save me: and they had the address at all times to deceive the vigilance of my keepers. On both sides we used borrowed names, under which we corresponded, theirs being taken from the ancient mythology, so that I had now a direct communication with Thalia, Melpomene, and Clio. At length I was removed to the Temple, where my three muses soon contrived means of intelligence, and every day offered me new schemes for effecting my escape. At first I eagerly accepted them all. The reflection soon destroyed the hopes to which the love of liberty had given birth. I was also resolved not to leave my secretary in prison, and still less poor John, whose safety was more dear to me than my own emancipation. In the

Temple

Temple, John was allowed to enjoy a conſiderable degree of liberty; he was highly dreſſed like an Engliſh jockey, and knew how to aſſume the manners that correſponded with that character. Every one was fond of John, who drank and fraterniſed with the turnkeys, and made love to the keeper's daughter, who was perſuaded he would marry her; and as the little Engliſh jockey was not ſuppoſed to have received a very brilliant education, he had learnt by means of ſtudy ſufficiently to mulitate his native tongue. A. D. 1793

John appeared very attentive and eager in my ſervice, and always ſpoke to his maſter in a very reſpectful manner. I ſcolded him from time to time with much gravity; and he played his part ſo well, that I frequently ſurprized myſelf, forgetting the friend, and ſeriouſly giving orders to the valet. At length John's wife, Madam de Tr——, a very intereſting lady, arrived at Paris, and made the moſt uncommon exertions to liberate us from our captivity. She dared not come however to the Temple, through fear of diſcovery; but from a neighbouring houſe ſhe daily beheld her huſband, who, as he walked to and fro, enjoyed alike in ſecret of contemplating the friend of his boſom. Madam de Tr —— now communicated a plan for delivering us from priſon, to a ſenſible and courageous young man of her acquaintance, who immediately acceded to it without heſitation. This Frenchman, who was ſincerely attached to his country, ſaid to Madame de Tr——, "I will ſerve Sir "Sidney Smith with pleaſure, becauſe I believe the Engliſh "Government intend to reſtore Louis the XVIIIth to the "throne. But if the Commodore is to fight againſt "France, and not for the King of France, heaven forbid "I ſhould aſſiſt."

Charles L'Oiſeau, (for that was the name our young friend aſſumed,) was connected with the agents of the king when confined in the Temple, and for whom he was alſo contriving the means of eſcape. It was intended we ſhould all get off together. M. La Vilheurnois being condemned only to a year's impriſonment, was reſolved not to quit his preſent ſituation; but Brothier and Duverne de Preſle were to follow our example; had our ſcheme ſucceeded this Duverne would not perhaps have ceaſed to be an honeſt man; for till then he had conducted himſelf as ſuch. His condition muſt now be truly deplorable, for I do not think him formed by nature for the commiſſion of crimes.

A.D 1798 Every thing was now prepared for the execution of our project: the means proposed by Ch. L'Oiseau appeared practicable, and we resolved to adopt them. A hole twelve feet long was to be made in a cellar adjoining to the prison; and the apartments to which the cellar belonged were at our disposal, Madamoiselle D—— rejected every prudential, generously came to reside there for a week, and being young, the other lodgers attributed to her alone the frequent visits of Ch. L'Oiseau. Thus every thing seemed to favour our wishes. No one in the house in question had any suspicions; and the amiable little child Mademoiselle D—— had with her, and who was only seven years old, was so far from betraying our secret, that she always beat a little drum, and made a noise while the work was going on in the cellar. Meanwhile L'Oiseau had continued his labour a considerable time without any appearance of daylight, and he was apprehensive he had attempted the opening considerably too low, it was necessary therefore that the wall should be sounded, and for this purpose a mason was required. Madame de Tr—— recommended one, and C. L'Oiseau undertook to bring him, and to detain him in the cellar until we had escaped, which was to take place that very day: the worthy man perceived the object was to serve some of the victims of misfortune, and came without hesitation. He only said, "If I am arrested, take care of my poor children."

But what a misfortune now frustrated all our hopes! Though the wall was sounded with the greatest precaution, the last stone fell out and rolled into the garden of the Temple; the sentinel perceived it; the alarm was given; the guard arrived, and all was discovered: fortunately, however, our friends had time to make their escape, and none of them were taken.

They had indeed taken their measures with the greatest care: and when the Commissaries of the Bureau Central came to examine the cellar and apartment, they found only a few pieces of furniture, trunks filled with logs of wood and hay, and the hats with tri-coloured cockades provided for our flight, as those we wore were black.

This first attempt, tho' extremely well conducted, having failed. "I wrote," continued Sir Sidney Smith,) to Madam de Tr——, both to console her and our young friend, who was inconsolable at having foundered just as he was going

into port." We were ſo far however from ſuffering ourſelves to be diſcouraged, that we ſtill continued to form new ſchemes for our deliverance; the keeper perceived it, and I was frequently ſo open as to acknowledge the fact. "Commodore," ſaid he, "your friends are deſirous of "liberating you, and they only do their duty; I alſo am doing mine in watching you ſtill more narrowly." Though this keeper was a man of unparalleled ſeverity, yet he never departed from the rules of civility and politeneſs. He treated all the priſoners with kindneſs, and even picqued himſelf on his generoſity. Various propoſals were made to him, but he rejected them all, watched us more cloſely, and preſerved the profoundeſt ſilence. One day when I dined with him, he perceived that I fixed my attention on a window, then partly open, and which looked upon the ſtreet. I ſaw his uneaſineſs, and it amuſed me: however, to put an end to it, I ſaid to him, laughing, "I know what you are thinking of; but fear not, it is now three o'clock, I will make a truce with you till midnight; and I give you my word of honour until that time, even were the doors open, I would not eſcape; when that hour is paſſed, my promiſe is at an end, and we are enemies again." "Sir," replied he, "your word is a ſafer bond than my bars or bolts; till mid-"night, therefore, I am perfectly eaſy." A.D. 1798

When we roſe from table, the keeper took me aſide, and ſaid, "Commodore, the Boulevard is not far; if you are inclined to take the air there, I will conduct you." My aſtoniſhment was extreme; nor could I conceive how this man, who appeared ſo ſevere and ſo uneaſy, ſhould thus ſuddenly perſuade himſelf to make me ſuch a propoſal. I accepted it, however, and in the evening we went out; from that time forward this confidence always continued whenever I was deſirous to enjoy perfect liberty. I offered him a ſuſpenſion of arms till a certain hour; this my generous enemy never refuſed; but when the armiſtice was at an end, his vigilance was unbounded. Every poſt was examined; and if the government ordered that I ſhould be kept cloſe, the order was enforced with the greateſt care. Thus I was again free to contrive and prepare for my eſcape, and he to treat me with the utmoſt rigour. This man had a very accurate idea of the obligations of honour; he often ſaid to me, "If you were under ſentence of death, I would permit you to go out on your parole, becauſe

A.D. 1798 I ſhould be certain of your return. Many very honeſt priſoners, and I myſelf among the reſt, would not return in the like caſe; but an officer, and eſpecially an officer of diſtinction, holds his honour dearer than his life: I know it to be a fact, commodore, and therefore I ſhould be the leſs uneaſy if you deſired the gates to be always open."

My keeper was right: while I enjoyed my liberty I endeavoured to loſe ſight of the idea of my eſcape: and I ſhould have been averſe to employ, for that object, means that had occurred to my imagination during my hours of liberty. One day I received a letter containing matter of great importance, which I had the ſtrongeſt deſire immediately to read; but as the contents related to my intended deliverance, I aſked leave to return to my room and break off the truce. The keeper, however, refuſed, ſaying, with a laugh, that he wanted to take ſome ſleep; accordingly he lay down, and I poſtponed the peruſal of my letter to the evening.

Meanwhile no opportunity of flight offered; but on the contrary the Directory ordered me to be treated with rigour. The keeper punctually obeyed all the orders he received; and he, who the preceding evening had granted me the greateſt liberty, now doubled my guard, in order to exerciſe a more perfect vigilance.

Among the priſoners, was a man condemned for certain political offences, to ten years confinement; and whom all the other priſoners ſuſpected of acting in the deteſtable capacity of a ſpy on his companions. Their ſuſpicions indeed appeared to have ſome foundation, and I felt the greateſt anxiety on account of my friend John. I was however fortunate enough ſoon after to obtain his liberty; an exchange of priſoners being about to take place, I applied to have my ſervant included in the cartel; and though this requeſt might eaſily have been refuſed, fortunately no difficulty aroſe, and it was granted. When the day of his departure arrived, my kind and affectionate friend could ſcarcely be prevailed upon to leave me, till at length he yielded to my moſt earneſt entreaties. We parted with tears in our eyes, which to me were the tears of gladneſs, becauſe my friend was leaving a ſcene of miſery and danger.

The [illegible] was regretted by every one; our turnkeys ſhook him by the hand, and wiſhed him a good journey; nor could the girl he had courted help weeping for his departure; while her mother

mother, who thought John a very good youth, hoped ſhe ſhould one day call him her ſon-in-law. I was ſoon informed of his arrival in London, and this circumſtance rendered my own captivity leſs painful. I ſhould have been happy alſo to have exchanged my ſecretary; but as he had no other dangers to encounter than thoſe which were common to us both, he always rejected the idea, conſidering it as a violation of that friendſhip of which he has given me ſo many proofs. On the 4th of September (18th Fructidor) the rigour of my confinement was ſtill further increaſed. The keeper, whoſe name was Laſme, was diſplaced, I was again kept cloſe priſoner, and, together with my liberty, loſt the hopes of a peace which I had thought approaching and which this event muſt contribute to poſtpone. A.D. 1798

At this time a propoſal was made to me for my eſcape, which I adopted as my laſt reſource. The plan was to have forged orders drawn up for my removal to another priſon, and then to carry me off. A French gentleman, M. de Phelipeaux*, a man of equal intrepidity and generoſity, offered to execute this enterprize. The order then being accurately imitated, and, by means of a bribe, the real ſtamp of the miniſter's ſignature procured, nothing remained but to find men bold enough to put the plan in execution. Phelipeaux and C. L. Oſſean would have eagerly undertaken it, but both being known, and even notorious at the temple, it was abſolutely neceſſary to employ others. Meſſrs. E—— and L—— therefore, both men of tried courage accepted the offer with pleaſure and alacrity.

With this order then they came to the Temple, Mr. E—— in the dreſs of an adjutant, and Mr. L—— as an officer. The keeper having peruſed the order and attentively examined the miniſter's ſignature, went into another room, leaving my two deliverers for ſome time in the moſt uncertainty and ſuſpence; at length he returned, accompanied by the regiſter (or greffier) of the priſon, and ordered me to be called. When the regiſter informed me of the orders of the Directory I pretended to be very much concerned at it, but the adjutant aſſured me in the moſt ſerious manner, "that the government were very far from intending to aggravate my misfortunes, and that I ſhould be

* Afterwards accompanied Sir S. Smith to Egypt, and died at the ſiege of Acre.

very

A. D. very comfortable at the place whither he was ordered to
1798 conduct me. I expreſſed my gratitude to all the ſervants employed about the priſon; and, as you may imagine, was not very long in packing up my clothes.

At my return, the regiſter obſerved that at leaſt ſix men from the guard muſt accompany me; and the adjutant, without being in the leaſt confounded, acquieſced in the juſtice of the remark, and gave orders for them to be called out. But on reflection, and remembering as it were the laws of chivalry and of honour, he addreſſed me, ſaying, "Commodore, you are an officer, I am an officer alſo; your parole will be enough. Give me that and I have no need of an eſcort." "Sir," replied I, "if that is ſufficient, I ſwear on the faith of an officer to accompany you wherever you chooſe to conduct me." Every one applauded this noble action, while I confeſs I had myſelf great difficulty to avoid ſmiling. The keeper now aſked for a diſcharge, and the regiſter gave the book to Mr. B——, who boldly ſigned it with a proper flourish, L. Oger, Adjutant-General. Meanwhile I employed the attention of the turnkeys, and loaded them with favours to prevent them from having time to reflect, nor indeed did they ſeem to have any other thought than their own advantage. The regiſter and keeper accompanied us as far as the ſecond court, and at length the laſt gate was opened, and we left them after a long interchange of ceremony and politeneſs.

We inſtantly entered an hackney coach, and the adjutant ordered the coachman to drive to the ſuburb of St. Germain. But the ſtupid fellow had not gone a hundred paces before he broke his wheel againſt a poſt, and hurt an unfortunate paſſenger. This unlucky accident brought a crowd about us, who were very angry at the injury the poor fellow had ſuſtained; we quitted the coach, took our portmanteaus in our hands, and went off in an inſtant. Though the people obſerved us much, they did not ſay a word to us only abuſing the coachman. And when our driver demanded his fare, Mr. ——, through an inadvertency that might have cauſed him to be arreſted, gave him a double louis d'or. Having ſeparated when we quitted the carriage, I arrived at the appointed rendezvous with only my ſecretary and M. de Philipeaux, who had joined us near the priſon, and though I was very [illegible] waiting for my two friends to thank and

and take my leave of them, M. de Phelipeaux obſerved A.D.
there was not a moment to be loſt. I therefore poſtponed 1798
till another opportunity my expreſſion of gratitude to my deliverers, and we immediately ſet off for Rouen, where Mr. R*** had made every preparation for our reception.

At Rouen we were obliged to ſtay ſeveral days, and as our paſsports were perfectly regular, we did not take much care to conceal ourſelves, but in the evening we walked about the town or took the air on the banks of the Seine. At length, every thing being ready for us to croſs the channel, we quitted Rouen and without encountering any further dangers, I arrived in London, together with my ſecretary and my friend Mr. Phelipeaux, who could not prevail on himſelf to leave us.

On the 6th, Lieutenant Charles Papps Price who commanded at the iſlands of St. Marcou*, having obſerved the enemy's gun and flat boats, in the road of La Hogue, making preparations to come out, concluded that an attack was meditated againſt him. To prevent being ſurprized he diſpatched a guard-boat off La Hogue to watch their motions, and give the earlieſt intelligence of their approach. At twelve o'clock at night the guard-boat made the ſignal that the enemy was advancing. The weather was calm and ſo extremely dark that the people on the batteries could diſtinctly hear them giving orders, although it was impoſſible to ſee their veſſels. At day light Lieutenant Price obſerved them drawn up in a line oppoſite the ſouth-weſt face of the weſtern redoubt, from whence he immediately opened a heavy and well directed fire from ſeventeen pieces of cannon; which was as warmly returned by the enemy's gun-brigs, their flat boats rowing up with great reſolution, full of troops, under the cover of their fire. When they had approached to within muſket ſhot of the ſhore, they were ſaluted by ſuch a furious volley of round, grape, and caſe ſhot, that they retreated in the greateſt confuſion, and with dreadful ſlaughter, ſix or ſeven of the boats were ſunk with moſt of thoſe on board, one was found on ſhore bottom uppermoſt, and by a paper found on board her, the crew appeared to have conſiſted of 144 men. The re-

* Theſe iſlands were taken poſſeſſion of by Sir Sidney Smith in the year 1795, for the purpoſe of obtaining information from France and aſſiſting the Royaliſts. They are about four miles from the coaſt of Normandy.

mainder,

A.D. 1798 mainder, 43, retired in the utmoſt diſorder back to La Hogue; at the commencement of the action their force amounted to 52, and it was ſuppoſed at leaſt 6000 or 7000 men were embarked on board this flotilla.

The Adamant, Eurydice, and Oreſtes. were within 6 miles of the iſlands; but being becalmed, and the tide againſt them, they could not render any aſſiſtance.

The only loſs ſuſtained, was 1 man killed and 3 wounded.

For this gallant defence, Lieutenant Price was promoted to the rank of maſter and commander.

Government having received intelligence, that the enemy had collected a great number of gun boats, and tranſport ſchuyts at Fluſhing. which were intended to be ſent to Dunkirk and Oſtend, by the Bruges canal; formed a plan for the deſtruction of the baſin gates and ſluices. For this purpoſe, a ſquadron chiefly compoſed of ſmall veſſels of war and gun boats, was ordered to aſſemble at Margate, and there to take on board a body of about 2000 troops, under the orders of Major General Coote.*

On the 14th of May, the ſquadron which was commanded by Captain Home Riggs Popham, proceeded to the place of its deſtination, which it did not reach until one o'clock on the morning of the 19th, when it anchored off Oſtend; ſoon afterwards the wind ſhifted to the weſt, and threatened to blow ſo much, that the General and Captain Popham were deliberating whether it would not be better to go to ſea, and wait a more favourable opportunity, to put in execution the object of the expedition; juſt at this moment a veſſel was brought to Captain Popham which had been cut out from under the light-houſe battery by the Vigilant; the report which the people, taken on board, gave of the force in Oſtend, Newport, and Bruges; made General Coote propoſe to land immediately, and accompliſh the deſtruction of the canals, even if the ſurf, which broke with much violence on the ſhore, ſhould make his retreat doubtful. Captain Popham acceded to the general's ſpirited proportion, and inſtantly ordered the troops to be landed, without waiting for the regular order of debarkation. Many of them were on ſhore before they were diſ-

* Appendix, Chap. II. No. 360.

covered

covered; and it was not till a quarter paſt four, that the enemy's batteries opened on the ſhips, which was returned in a moſt ſpirited manner by Captain Mortlock, of the Wolvereene, Lieutenant Edmonds of the Aſp, and Lieutenant Norman of the Biter. The Hecla and Tartarus bombs threw their ſhells with much preciſion, that the town was on fire ſeveral times, and the ſhips in the baſin much damaged. As a feint to cover the operations of bringing up the materials, and of deſtroying the ſluices, a ſummons was ſent to the commandant of Oſtend to ſurrender the town and its dependencies to his Majeſty's forces; to which he returned the following anſwer. A.D. 1798

"*Muſcar, Commandant of Oſtend, to the Commander in Chief of the Troops of his Britannic Majeſty.*"

LIBERTY. EQUALITY.

"*Garriſon of Oſtend, 30th Floreal, 6th year of the Republic.*"

"General,

"The council of war was ſitting when I received the honour of your letter; we have unanimouſly reſolved not to ſurrender this place, until we ſhall have been buried under its ruins."

("Signed,)

"MUSCAR,

"Commandant of the Garriſon."

The troops ordered to land, were all on ſhore by 5 o'clock, with the neceſſary implements for deſtroying the ſluices, covered by the gun boats. The fire from the batteries had much damaged the veſſels oppoſed to them; Captain Popham therefore called them off, and directed the Dart, Harpy, and Kite, to take their ſtations; but it being low water, they could not get near enough to have much effect. At half paſt nine, the Minerva tranſport, which had parted company, joined; but the ſurf ran too high to make it ſafe or practicable for the troops ſhe had on board to land. At 20 minutes paſt ten, a great exploſion was ſeen, which indicated the deſtruction of the ſluices; and ſoon after the troops were obſerved to be aſſembled on the ſand hills near the ſhore; at this time the ſea was ſo rough, that

A D. 1793 that it was impoſſible to re-embark a ſingle man. In this ſituation the troops lay on their arms the whole night. At day-break, on the 20th, General Coote had the mortification to find that the enemy had collected in conſiderable force, and ſurrounded his little army; he however, maintained his poſt with great gallantry for above two hours, when being ſeverely wounded, and ſeeing no proſpect of extricating himſelf from his ſituation, with the loſs of ſeveral valuable officers, and many of his beſt men; he felt himſelf under the neceſſity of capitulating. General Coote, in his diſpatches, ſpeaks highly of the indefatigable exertions and good conduct of Captains Winthrop, Brady, and M'Kellar, and Lieutenant Bradly of the navy, who ſuperintended the landing of the troops, and aſſiſted in getting up the artillery, and other materials; and for ſome time commanded a detachment of ſeamen on ſhore. The loſs ſuſtained in this expedition, amounted to two midſhipmen, and 11 ſeamen killed: 3 wounded doing duty on ſhore; On board the Wolvereene, 1 ſeaman killed, 10 wounded. 23d Regiment, 1 killed, 5 wounded. On board the Mſp, 1 ſeaman killed, Lieutenant Edmonds wounded.

In the army, about 60 were killed and wounded; among the firſt was Lieutenant Colonel Hely, of the 11th regiment. Wounded, Major General Coote, Colonel Campbell, 3d Guards (ſince dead), Major Donkin, Captain Walker, Royal Artillery (ſince dead), Captain Duff 3d Guards.

The number taken priſoners, excluſive of Captain M'Kellar, and ſome ſeamen belonging to the navy, amounted to 58 officers, 77 non-commiſſioned officers, and 600 rank and file.

On the 1ſt of May, Captain Sir Francis Laforey, in the Hydra, in company with the Veſuvius bomb, and Trial cutter, being on a cruize off Havre de Grace, gave chace to a French frigate, a corvette, and cutter. The former endeavoured to effect her eſcape into Havre; but being hard preſſed by the Hydra, and after engaging her for three quarters of an hour ran aſhore, and was deſtroyed the following morning by the boats of the Hydra, under cover of the Trial; ſhe proved to be La Confiante of 36 guns, and by a role d'equipage found on board, manned with 300 men ſeveral of whom were found killed upon her

decks

decks, the reſt of the crew eſcaped on ſhore. The corvette La Veſuive, of 20 guns, eſcaped; but the cutter was driven on ſhore and deſtroyed. This ſervice was effected without any loſs on board the Britiſh ſhips. A.D. 1798

On the 19th of June, Captain Sir Thomas Williams being on a cruize with a ſquadron of frigates, off the entrance of St. George's Channel*; received information that the king's troops intended to commence their attack on the rebels at Wexford, on the 20th or 21ſt; and conceiving that the appearance of his Majeſty's ſhips would greatly facilitate the operations of the army, as well as cut off the retreat of the rebels by ſea; inſtantly proceeded off that place. On his arrival there, he diſpatched five cutters, and the ſhips launches armed, under the command of Lieutenant Carpenter, to block up the entrance of the harbour in which the rebels had collected 40 or 50 armed veſſels and others, in order to ſecure a retreat if hard preſſed. On the 21ſt, the ſquadron was joined by the Chapman, armed ſhip, and Weazle ſloop; theſe ſhips being of an eaſier draft of water, Sir Thomas Williams directed their commanders to anchor cloſe in, ſo as to cover the cutters and launches. At the ſame time he ordered Captain Keen, of the Chapman, to land and endeavour to poſſeſs himſelf of the fort at the entrance of the harbour, which frequently fired on the veſſels; this ſervice he performed with great promptneſs and alacrity; carried the fort, and put the rebels, in number 200, to flight, leaving behind them the colours flying, and three ſix pounders. The launches immediately proceeded up the harbour, and on their arrival off the town, found that the king's troops had entirely defeated the rebel , taken two of their generals, Hay and Roche, priſoners, and were in full poſſeſſion of the town. The ſquadron deſtroyed about 100 large boats and veſſels along the coaſt, which the rebels had preſerved for their eſcape.

At 7 o'clock in the morning, of the 29th of June, Captain Charles Stirling, in the Jaſon, with the Pique, Captain David Milne, and the Mermaid, Captain James Newman, being on a cruize off the Saintes; diſcovered,

Ships.		*Guns.*	*Commanders.*
* Endymion	-	44	Capt. Sir Thos. Williams.
Phœnix	-	36	—— L. W. Hallſtead.
Glenmore	-	36	—— Geo. Duff.
Melampus	-	36	—— Gra. Moore.
Greyhound	-	32	—— Jones Lewis.

and

A.D. 1796 and gave chace to a large French frigate; it was not till 11 at night, that La Pique brought her to cloſe action, which continued in a briſk running fight, until 2 o'clock on the morning of the 30th, when unfortunately the main top-maſt of La Pique was ſhot away, and ſhe dropt a-ſtern; at this inſtant the Jaſon came up, paſſed between the two ſhips, and recommenced the action with great vigour; ſoon after both ſhips ran aground warmly engaged, that of the enemy completely diſmaſted. The Jaſon having only taking the ground forward; upon the riſe of the tide, unavoidably ſwung round with her ſtern cloſe to the enemy's broadſide, and became expoſed to a raking fire, which did her conſiderable damage: Captain Stirling, however got ſome of the aftermoſt guns to play upon her with ſuch effect, that in a few minutes ſhe ſtruck. In the mean time Captain Milne eager to renew the combat, and not hearing himſelf hailed from the Jaſon, ran a-ground with ſuch violence, that La Pique bilged, and it was found neceſſary to deſtroy her; upon which Captain Stirling directed her officers and crew to take poſſeſſion of the prize, which with much difficulty, and by great perſeverance and activity, they accompliſhed and got a-float, She proved to be La Seine, commanded by Capitaine Brejot, from the iſle of France, bound to L'Orient, mounting 42 guns, 18 and 9 pounders, manned with 610 men, including ſoldiers, 170 of whom were killed, and 100 wounded. Captain Newman in the Mermaid, although not able to arrive up in time to partake in the action, had the ſatisfaction by his ſeamanlike conduct to be inſtrumental in preſerving the Jaſon from being wrecked. At day-light, the Phaeton, St. Fiorenzo, and Triton, hove in ſight, and run down to the aſſiſtance of the diſabled ſhips.

The ſlain on board the Jaſon amounted to 7, among the number was Mr. Robotier, 2d Lieutenant.

Wounded 12; among theſe was Captain Stirling early in the action; his place was ably maintained by Mr. Charles Inglis, the 1ſt Lieutenant.

La Pique had 1 man killed, and 6 wounded, and 1 miſſing.

La Seine was taken into the ſervice, and Captain Milne appointed to command her.

On the 14th of July, two ſeamen were executed at Spithead belonging to the Monmouth, for mutiny on board that ſhip.

On

On the 14th, two more men were alſo executed for having endeavoured to ſeize his Majeſty's gun veſſel Haughty, and deliver her up to the enemy; and on the 21ſt another was executed for mutiny on board the Pluto. A. D. 1798

On the 14th Commodore Blanket in the Leopard, with the Dædalus, Captain H. L. Ball, and the Oreſtes brig, Captain Haggit, ſailed for the Cape of Good Hope.

The night of the 31 of Auguſt being extremely bad, attended with heavy rain, and vivid lightning, Captain Sir Charles Hamilton judged it a proper opportunity to attack a French brig corvette, and ſeveral veſſels under her protection and that of the fort, in the port of Carigion, near the Iſle Bats; he accordingly at ten o'clock diſpatched the boats of the Melpomene and Childers ſloops, under the command of Lieutenant Shortland, covered by the latter veſſel, to make the attempt. At three o'clock in the morning on the 4th, the boats boarded and carried the brig, but not without much reſiſtance. The forts at the inlet, being by this time alarmed, and the wind blowing freſh in, they were obliged to relinquiſh any attempt on the merchant veſſels. The intricacy of the paſſage made it doubtful whether they would be able to carry off the corvette: however, after much perſeverance and gallantry, working to windward for two hours, under a heavy fire from the batteries, they fortunately ſucceeded, with the loſs of only one man killed, two midſhipmen and three ſeamen wounded, and one miſſing. The corvette proved to be L'Aventurier, commanded by M. Raiſy, of 12 guns and 79 men, 16 of whom were badly wounded.

On the 12th the Hazard ſloop of war, Captain Butterfield, being on a cruize to the weſtward of Cape Clear, fell in with, and after a briſk action, which laſted one hour and forty minutes, captured Le Neptune French ſhip, armée en flute, pierced for 20 guns, but had only 10 mounted, 53 ſeamen, and 270 ſoldiers from the Iſle of France, bound to Breſt; ſhe had between 20 and 30 men killed and wounded; the Hazard had 6 wounded.

On the 14th Lieutenant Lionel Hill, commanding the Joſeph cutter, was tried by a court martial on board the Gladiator at Portſmouth Harbour, on charges exhibited againſt him by Captain Butt, for diſreſpect and diſobedience of orders, in not appearing in his uniform when on ſhore in a ſea-port. The charges being proved, Lieute-

A. D. 1798 nant Hill was ſentenced by the Court to be diſmiſſed from the command of the Joſeph, and to be placed at the bottom of the lieutenant's liſt.

On the 22d of Auguſt three French frigates appeared off the N. W. coaſt of Ireland, and having landed a body of about 850 troops, under the command of General Humbert, at Killala, ſtood to ſea. The French General being joined by ſome Iriſh rebels, marched to Caſtlebar, where on the 27th he attacked the Britiſh forces under General Lake, and compelled them to retreat with the loſs of ſix pieces of cannon, and ſome priſoners. On the 31ſt General Humbert iſſued a proclamation appointing a governor to the province of Connaught, and inviting the Iriſh rebels to join the French ſtandard: from Caſtlebar he proceeded towards Tuam; but by this time the Marquis Cornwallis had collected a conſiderable body of troops, advanced upon the French army, and on the 8th obliged the French general to ſurrender at diſcretion.

On the 18th of September nineteen men belonging to the Defence, were ſentenced by a court martial, held on board the Gladiator, at Portſmouth, to ſuffer death for mutiny (ſix of whom were recommended to mercy), and ſix others to be flogged and impriſoned.

On the 11th of October, the Jaſon frigate of 38 guns, Captain Charles Stirling, being in purſuit of a French convoy between Breſt and Cape Ray, ſtruck upon a rock with ſuch force, as to baffle every exertion of her officers and men in their endeavours to get her off; ſhe in conſequence ſoon filled: the crew got on ſhore, and ſurrendered themſelves priſoners of war, excepting ſix, whom Captain Stirling permitted to take the cutter, by which means they effected their eſcape, and arrived ſafe at Plymouth on the 15th, bringing the unwelcome news of the loſs of the ſhip.

On the 9th of October, eleven men belonging to the Glory were tried by a court martial at Plymouth, for mutiny, and the following ſentence pronounced upon them; eight to ſuffer death, two to receive 100 laſhes each, to be mulcted of all their pay, and twelve months ſolitary confinement; and one to receive 200 laſhes, mulcted of his pay, and twelve months ſolitary confinement.

Commodore Sir John Borlaſe Warren being on a cruize off Tory Iſland, in queſt of the French ſquadron, which he had certain intelligence, had ſailed from Breſt with a large

large body of troops on board for the purpoſe of making a descent on the coaſt of Ireland, was joined on the 10th of October by the Amelia frigate, from whoſe commander he learnt that he had parted from the Ethalion, Anſon and Sylph, which had continued with great attention to watch the motions of the enemy's ſquadron ſince its departure from Breſt, on the 17th ult. On the following morning the commodore was joined by the above ſhips, and at noon the enemy was diſcovered, conſiſting of one ſhip of the line, eight frigates, a ſchooner, and a brig*. Sir John Warren immediately made the ſignal for a general chace, which was continued all day and the following night, in extreme unſettled and boiſterous weather, during which the Anſon loſt her mizen maſt. At five o'clock on the morning of the 12th, the enemy was ſeen a little diſtance to windward, the line of battle ſhip with her main top-maſt gone. The enemy, notwithſtanding, bore down, and formed their line in cloſe order on the ſtarboard tack. From the length of the chace, and in unfavourable weather, the Britiſh ſquadron became much ſpread, and it was ſeven o'clock before Sir John Warren had his ſhips ſufficiently collected, when he made the ſignal for the Robuſt to lead, and the reſt to form in ſucceſſion. At 20 minutes paſt ſeven, Captain Thornborough commenced the action, and was ſo ably ſupported by Captain De Courcy, in the Magnanime, that at eleven, the Hoche, after a moſt gallant defence, ſtruck, upon which the frigates made ſail, and were cloſely purſued for five hours, in a ſmart running fight, when after an obſtinate reſiſtance, three of them ſurrendered: theſe were La Bellone, La Coquille of 40 each, and L'Ambuſcade of 36 guns. Captain Moore in the Melampus, parted company in the chace; and at midnight, on the 13th, came up with La Reſolue of 40 guns, and 500 ſeamen and ſoldiers; which ſtruck after a conteſt of twenty-five minutes. L'Immortalité of 44 guns was in company, but made off ſo ſoon as ſhe ſaw the fate of her conſort, without having rendered her any aſſiſtance. A.D. 1798

The loſs ſuſtained by the enemy on the 12th and 13th, amounted to 68 killed, and 118 wounded; that of the Britiſh 3 killed, and 35 wounded†.

* Appendix, Chap. II. No. 361.
† Appendix, Chap. II. No. 362.

A.D. 1798 After the action, the Robuſt and Magnanime continued with the prizes, the reſt of the ſquadron having ſeparated in the chace. The diſabled ſtate of theſe ſhips, in addition to the ſevere weather which they encountered, created a conſiderable degree of alarm for their ſafety. The Robuſt and La Hoche put into Lough Swilly, where they refitted, and from thence ſailed to Plymouth; while the Magnanime, with L'Ambuſcade and La Coquille, were obliged to proceed round the north of Ireland; and after ſtopping at Belfaſt to repair their damages, alſo reached Plymouth.

On the morning of the 15th the Mermaid, La Revolutionnaire, and the Kangaroo brig, commanded by Captains Newman, Twyſden, and Brace, on their way to join the Ciæſar off Black Cod Bay, fell in with, and chaced two of the enemy's frigates, which in the evening hailed each other, and then ſteered different courſes: this unavoidably ſeparated the Mermaid and Revolutionaire, the Kangaroo following the firſt. The weather during the night being thick and ſqually, they loſt ſight of the chace; the next morning ſhe was again ſeen and purſued. At three in the afternoon the Kangaroo came up with, and engaged the enemy in a moſt gallant manner; but an unlucky ſhot from the enemy's ſtern-chaſers, carrying away her fore-top-maſt, rendered Captain Brace incapable of purſuit. Captain Newman continued the chace, keeping ſight of her during the night; at day-light it appeared evident that the enemy meant to give him battle; and from her being full of troops, that it was her intention to board the Mermaid; eſpecially as he ſuffered her to approach cloſe alongſide without annoyance. At [illegible] o'clock the action commenced, both ſhips ſteering before the wind; it was [illegible] with great gallantry on both ſides till about half paſt nine, when the Mermaid's main-maſt and main-top-maſt fell over the ſtarboard ſide, the wreck of which rendered ſeveral of the [illegible] guns uſeleſs; and having alſo received ſome [illegible] in the hull, which occaſioned the ſhip to [illegible] water; the remaining maſts tottering, [illegible] and ſhrouding and running rigging cut to pieces, Captain Newman found himſelf under the neceſſity to relinquiſh the chace, and order the Kangaroo to make off, who [illegible] with herſelf; the ſlaughter muſt [illegible] as they were perceived throwing

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ing overboard a great number of killed. The Mermaid had only three killed, and thirteen wounded. A.D. 1798

At day-light in the morning of the 18th, Captain Durham, in the Anſon, with the Kangaroo in company, diſcovered the ſame enemy's frigate to leeward, with the loſs of her fore and main-top-maſts; the Anſon was without her mizen maſt and main yard, with her bowſprit and fore-yard much wounded by ſhot in the action on the 13th. Both ſhips thus crippled, Captain Durham bore down and brought her to cloſe action, which was bravely diſputed for an hour and a quarter, when the enemy ſurrendered, and proved to be La Loire, commanded by Joſeph Andrien Segone, pierced for 50 guns, mounting 46, with 664 men, including troops, 48 of whom were killed, and 75 wounded. The Anſon had two killed; Lieutenant Abell, of the marines, three midſhipmen, and ten men wounded.

La Loire had on board cloathing complete for 3000 men, 1020 muſkets, 200 ſabres, 300 pouches, 25 caſes of muſket ball cartridges, one braſs field piece, with a great quantity of ammunition and intrenching tools.

On the 20th, Captain Thomas Byam Martin, being on a cruize in the Fiſhguard, of 40 guns, fell in with a large French frigate, and, after an hour's running fight, brought her to cloſe action, which laſted for 25 minutes, when the Fiſhguard became perfectly ungovernable, the whole of her running rigging being entirely cut to pieces. The enemy taking advantage of her crippled ſituation, endeavoured to make off; but by the active exertions of Captain Martin, his officers and men, in replacing the damages, he was ſoon enabled to cloſe with her again, and renewed the battle with great ſpirit and reſolution, which terminated in an hour and fifty minutes, by his antagoniſt hauling down her colours. She proved to be L'Immortalité, a new frigate, mounting 42 guns, twenty-four pounders on the main-deck, and nine pounders, with forty-two pound carronades on the quarter-deck and forecaſtle, commanded by M. Le Grand, who, with General Menage, ſecond in command of the troops, was killed in the action. She was one of the ſquadron that compoſed the expedition to Ireland, and had on board 580 men, including troops. The loſs ſhe ſuſtained in the engagement amounted to ten officers, and 44 men killed; wounded 61.

A. D. 1798 The Fiſhguard had ten men killed; Lieutenant Gerrard, of the marines, and 25 wounded, 13 of whom very badly.

On the 23d, Captain Richard King, in the Sirius of 36 guns, having been ordered to reconnoitre the enemy's force in the Texel, at eight o'clock on the following morning diſcovered two Dutch frigates at ſome diſtance to windward, to which he inſtantly gave chace. Captain King finding that the Sirius had greatly the advantage in point of ſailing, ſtood on until he could fetch the weathermoſt frigate, in order to prevent their junction. At nine o'clock Captain King accompliſhed his wiſhes, being within muſket ſhot, the enemy brought to, fired a gun to leeward, and hauled down her colours. Her conſort kept ſtanding on with all ſail ſet; and although nearly out of ſight by the time the priſoners were exchanged, the Sirius got within muſket-ſhot of her at five o'clock in the evening, and commenced a running fight, which continued about half an hour, when ſhe ſtruck, having eight men killed, and fourteen wounded; her maſts, ſails, rigging, and hull much damaged. Theſe ſhips proved to be the Waakzaamheid, Captain Neirrop, (ſenior captain) mounting 26 guns, 24 nine-pounders on the main deck, two ſix-pounders on the fore-caſtle, 100 Dutch ſeamen, and 122 French troops, alſo 2000 ſtand of arms: the other the Furie, Captain Plety, of 36 guns, 26 twelve-pounders on the main deck, and ten ſix-pounders on her quarter-deck and forecaſtle, 150 Dutch ſeamen, and 165 French troops, alſo 4000 ſtand of arms; both ſhips had beſides a quantity of ordnance ſtores on board. The Sirius had only one man wounded.

In the month of November, the Margaret armed tender, commanded by Lieutenant John Pollexfen, with diſpatches from Vice Admiral Kingſmill to Captain Home of the Cæſar, was wrecked on the weſtern coaſt of Ireland, and the crew periſhed.

On the 2d of October the Hon. Captain Capel, of La Mutine, arrived in England with diſpatches from Sir Horatio Nelſon, giving an account of the ever memorable victory obtained over the French fleet at the mouth of the Nile. Nothing could equal the univerſal joy which this glorious news diffuſed over the whole kingdom, which was demonſtrated by public rejoicings and illuminations for ſeveral days. A ſubſcription for the relief of the widows and children of the brave men who fell nobly fighting in the defence

fence of their king and country, was opened at Lloyd's Coffee-houſe on the ſame day the news arrived, and 1100l. immediately were ſubſcribed. A. D. 1798

On the 6th his Majeſty created Sir Horatio Nelſon a peer of Great Britain, by the title of Baron Nelſon of the Nile, and of Burnham Thorpe, in the county of Norfolk.

The thanks of both houſes of parliament were voted to the gallant admiral, the captains, officers, ſeamen, and marines, for the reſolute and intrepid conduct which they diſplayed on this occaſion. The captains were ordered to be preſented with gold medals emblematical of the victory; Captain Hardy, of La Mutine, (the only ſloop in company,) was promoted to the rank of poſt captain into the Vanguard, in the room of Captain Berry, ſent with the admiral's diſpatches to Earl St. Vincent; and the firſt lieutenants of the line of battle ſhips, (the Culloden excepted*) to be maſters and commanders.

The parliament of Great Britain voted a penſion of 2000l. per annum to Lord Nelſon for his life, and the two next heirs. The parliament of Ireland voted him a penſion of 1000l. per annum; the Eaſt-India Company preſented him with 10,000l.; the City of London a ſword valued at 200 guineas; alſo a ſword to each of the captains who were in the engagement; with the freedom of the City in a gold box of 100 guineas to Captain Berry; and the Turkey Company a piece of plate of great value. The captains of the fleet under Lord Nelſon, ordered an elegant ſword to be made and preſented to his Lordſhip, the hilt of which is to repreſent a crocodile, with the names of the ſhips, and their commanders engraven on it.

The ſword of the French admiral, M. Blanquet, which was ſurrendered to Sir Horatio Nelſon, was entruſted to the Hon. Captain Capel, to preſent to the City of London from that gallant commander, with the following letter:

* The ſhip having, to the great mortification of her gallant commander, run aground in ſtanding too cloſe to the ſhore, was not in the action, by which means, according to the etiquette of the ſervice, her firſt lieutenant was not included in the promotion.

A. D. 1798

" *Vanguard, Mouth of the Nile, Auguſt* 8, 1798.

" My Lord,

" Having the honour of being a freeman of the City of " London, I take the liberty of ſending to your Lordſhip " the ſword of the commanding French admiral, (M. Blan- " quet,) who ſurvived after the battle of the 1ſt off the " Nile; and requeſt that the City of London will honour " me with the acceptance of it, as a remembrance that " Britannia ſtill rules the waves; which that ſhe may ever " do, is the fervent prayer of your Lordſhip's

" Moſt obedient ſervant,

" Horatio Nelson."

On the 16th of October the Committee appointed to conſider the beſt manner of diſpoſing of the ſword preſented to the Court by Admiral Lord Nelſon, reported the following reſolution, which was agreed to unanimouſly; " That the ſword delivered up to our gallant hero, Lord Nelſon, by the French admiral, M. Blanquet, be put up in the moſt conſpicuous place in the Common Council Chamber, with the following inſcription engraved on a marble tablet:

" The ſword of Vice-Admiral Blanquet, the commanding French admiral, in the glorious engagement of the Nile, on the 1ſt of Auguſt, 1798, preſented to the Court, by the Right Hon. Rear Admiral Lord Nelſon."

On the 2d of November the King was graciouſly pleaſed to [illegible] grant to Lord Nelſon, in conſideration of the great zeal, courage and perſeverance manifeſted by him on divers occaſions, and particularly of his able and gallant conduct in the glorious and deciſive victory obtained over the French fleet near the mouth of the Nile on the 1ſt of Auguſt laſt, as royal licence and authority, that he and his iſſue may bear the following honourable augmentations to his armorial enſigns, viz. A chief undulated argent, thereon waves of the ſea, from which a palm tree iſſuant, between a diſabled ſhip on the ſtarboard, and a ruinous battery on the larboard, diſpoſitions; and for his creſt, on a naval crown, or, the cordelaſs, or ſtandard of triumph, preſented to him by the Grand Seignior, as a mark of his high eſteem, and in memorial of his gallant conduct to the ſaid Horatio Baron Nelſon, in the ſaid glorious and deciſive victory, with the motto, "*Palmam* [illegible] ;" being a ſailor in the [illegible]

dexter, and a lion in the ſiniſter, the honourable augmentations following, viz.—In the hand of the ſailor a palm branch, and another in the paw of the lion, both proper, with the addition of a tri-coloured flag and ſtaff in the mouth of the latter; which augmentations to the ſupporters to be borne by the ſaid Horatio Baron Nelſon, and to thoſe to whom the ſaid dignity ſhall deſcend in virtue of his Majeſty's letters patent of creation. A.D. 1798

On the 7th of December, the Coloſſus, of 74 guns, commanded by Captain George Murray, on her return home with a convoy from Liſbon, meeting with contrary winds and ſtormy weather at the mouth of the Channel, put into Scilly Road; on the ſame evening the wind increaſed to a heavy gale, in which ſhe parted her cables, and drifted on a reef of rocks, called Southern Wells; the ſhip was totally loſt; but the crew, excepting one man, was ſaved by the active exertions of the iſlanders, who went off in open boats to her relief, at imminent riſk. She had on board ſeveral paſſengers, among whom were Captains John Peyton and Draper, of the navy; alſo the remains of the late Admiral Lord Shuldham, who died at Liſbon.

On the 14th La Coquille, one of the French frigates taken by Sir John Warren's ſquadron lying in Hamoaze, took fire and blew up, by which melancholy accident three young gentlemen, midſhipmen, ſeven ſeamen, and three women periſhed; about 20 were ſaved by the boats of the ſhips in Hamoaze.

On the ſame day the Ambuſcade, Captain Henry Jenkins, being on a cruize in the bay, fell in with, and after a ſevere engagement, was captured by La Bayonnaiſe French privateer, of 32 guns, and 300 men. Captain Jenkins was wounded early in the action by a muſket ball through the groin, which carried away the top of the thigh bone. The maſter was wounded ſeverely, but kept his ſtation on deck until another ball killed him. Lieutenant Sinclair, of the marines, endeavouring to ſupport him, received a ball in his ſhoulder, it being the ſecond wound he had received in the action, he was forced to go below: the firſt lieutenant, Mayne, was killed. A gun burſt on the main deck, threw the people into confuſion, and in ſpite of every effort of Mr. Briggs, the ſecond lieutenant, they could not be made to ſtand to their quarters. At this period the Bayonnaiſe being to windward, ran her bowſprit through the mizen ſhrouds

A. D. 1798 ſhrouds of the Ambuſcade, and grappled her. A French colonel and about 50 ſoldiers then boarded from the bowſprit; the quarter-deck being cleared, they took poſſeſſion of the ſhip, driving all below. In this conflict the colonel and eleven men were killed. The Bayonnaiſe maſts and bowſprit ſoon after went by the board. The loſs ſuſtained by the Ambuſcade was 10 killed, and 36 wounded, including Captain Jenkins, and Lieutenant Sinclair, of the marines. The enemy carried their prize into Rochfort.* The Miniſter of the Marine, in the uſual ſtyle of French gaſconade, repreſented La Bayonnaiſe to have mounted only 20 guns, eight-pounders; the Ambuſcade 26 eighteen pounders on the main deck, 8 eight pounders on the quarter-deck and forecaſtle; and ſix howitzers or carronades. The Executive Directory decreed,

1. Conformable to the law of the 1ſt of October, 1793, 2d year of the Republic, there ſhall be paid to the ſtaff and crew of the Bayonnaiſe, 3500 franks for each gun and howitzer of the frigate Ambuſcade; and this ſum ſhall be diſtributed without delay, among the captors, agreeable to the laws.

2. Citizen Edmon Recher, Lieutenant de Vaiſſeau, is appointed Captain de Vaiſſeau of the Republic.

3. The Miniſter of the Marine ſhall inform the Executive Directory of the names of all the officers, ſub-officers, ſoldiers, noviciates and boys, killed in the action; and ſhall point out ſuccours proper to be given to their families. The names of the wounded, and thoſe who diſtinguiſhed themſelves in the action ſhall alſo be communicated to the Directory; and the Miniſter ſhall propoſe the rewards or promotions which he thinks due to each.

(Signed,) REVELLIERE LEPEAUX, Preſident.
LA GARDE, Secretary.

On the 17th of December the following ſentence was pronounced by the court-martial aſſembled and held on board his Majeſty's ſhip America, at Sheerneſs, to enquire into the conduct of Captain Thompſon, commander of his Majeſty's late ſhip the Leander, and ſuch of the officers and ſhip's company as were on board her at the time ſhe ſurrendered to the Genereux, a French ſhip of 74 guns. The Court having heard the evidence brought forward in ſupport

* See Captain Jenkins's Court-martial, A. D. 1799.

of

of Captain Thompſon's narrative of the capture of the ſaid ſhip; and having maturely and deliberately conſidered the whole, is of opinion, A.D. 1798

"That the gallant and almoſt unprecedented defence of Captain Thompſon, of the Leander, againſt ſo ſuperior a force as that of Le Genereux, is deſerving of every praiſe his Country or this Court can give; and that his conduct, with that of his officers and men under his command, reflects not only the higheſt honour on himſelf and them, but on their country at large; and the Court does therefore moſt honourable acquit Captain Thompſon, his officers and ſhip's company; and he and they are hereby moſt honourably acquitted accordingly."

(Signed) GEORGE TRIPP, Preſident.

Captains.

Thomas Parr,	John Dilkes,
William Mitchell,	George Briſac,
William Taylor,	Richard King,
John Bazely,	Charles White,
George Dundas,	Richard Dacres,
Samuel Sutton.	

"William Finch, Judge Advocate."

The Preſident, after the ſentence was read, addreſſed Captain Thompſon as follows:

"Captain Thompſon—I feel the moſt lively pleaſure in returning to you the ſword with which you have ſo bravely maintained the honour of your king and country; the more ſo, as I am convinced, that when you are again called upon to draw it in their defence, you will add freſh laurels to the wreath which you have already ſo nobly won."

The Thanks of the Court were alſo given to Captain Sir Edward Berry,* who was preſent on this occaſion, for the gallant and active zeal he manifeſted, by giving his aſſiſtance on board the Leander, in the action with Le Genereux.

* Knighted on the 12th of December, for his gallant ſervices at the battle of the Nile; and the City of London preſented him with the freedom in a gold box. Soon after Captain Thompſon had the honour of knighthood conferred on him.

COAST

A.D.
1798 COAST OF PORTUGAL AND MEDITERRANEAN*.

Admiral Earl St. Vincent ſtill continued to blockade the port of Cadiz, and from the activity and vigilance of his cruizers, vaſt numbers of the enemy's privateers were taken, and the trade to the coaſt of Portugal effectually protected.

On the 8th of January Capain C. H. Pierrepoint, in the King Fisher brig, being about 50 leagues to the weſtward of the Burlings, ſaw a ſail, and, after a ſmart action, captured La Betsy, a French ſhip privateer, pierced for 20 guns, but mounting only 16 (12 pounders) and 118 men, one of whom was killed, the firſt and ſecond captain and ſix ſeamen wounded. The King Fisher had only one man wounded.

On the 31ſt of January Captain H. D. Downman, in the Speedy brig, being off Cape St. Vincent, diſplayed great gallantry and good conduct in a cloſe action with a French brig privateer, which, after having engaged the Speedy, made ſail and eſcaped from her commander's reſolution. The Speedy had five killed, among whom were Lieutenant Duncan and Mr. Johnſtone the maſter's mate, and ſix badly wounded. Captain Downman, at the commencement of the combat, had a prize in company with the privateer, both, and was afterwards recaptured by the Speedy, the Frenchmen on board informed him that the privateer was La Papillon, pierced for 18 guns, mounting 14, twelve and ten pounders, manned with 160 men.

On the 20th of April Sir Horatio Nelſon joined Earl St. Vincent off Cadiz, and on the following day was detached into the Mediterranean with a ſmall ſquadron, conſiſting of three ſail of the line, two frigates, and a ſloop of war. At two o'clock in the morning on the 22d of May, the ſquadron encountered a violent gale of wind in the Gulf of Lyons, in which the Vanguard loſt her fore-maſt and main-maſt; the frigates having parted company, the line of battle ſhips bore up for Sardinia, the Alexander taking the Vanguard in tow; it was with much difficulty they reached the iſland of St. Pierre on the 24th. By the active

* Vide Appendix to Chap. II. No. 30.
† Vide Appendix to Chap. II. No. 31.

exertion

exertions of Captain Berry the Vanguard was equipped with a jury fore-maſt and topmaſts, and on the 28th the ſquadron put to ſea, and reached the rendezvous on the 4th of June, the following day it was joined by Captain Hardy in La Mutine, who brought the acceptable intelligence that Captain Trowbridge had been detached from the fleet with ten ſail of the line and a fifty gun ſhip to reinforce the ſquadron*. A junction was happily effected at ſunſet on the 8th. Sir Horatio Nelſon immediately went in queſt of the enemy's fleet, which he had certain intelligence had ſailed from Toulon on the 22d of May, with the wind at N.W. which naturally led him to conclude that their courſe was up the Mediterranean; La Mutine was immediately diſpatched to Civita Vecchia and along the Roman coaſt to gain intelligence, whilſt the admiral, with the fleet, ſteered towards Corſica, which iſland they made on the 12th; and paſſing between the iſlands was the following day rejoined off the Roman coaſt by La Mutine, without Captain Hardy's being able to gain any intelligence of the enemy. The admiral was now determined to proceed off Naples. On the 16th, being in ſight of Mount Veſuvius, Captain Trowbridge was ſent, in La Mutine, to obtain what information he could from Sir William Hamilton. He returned with a report only that the French fleet were gone towards Malta. The admiral loſt no time in puſhing, by the ſhorteſt cut, for that iſland, and on the 20th paſſed through the Faro di Meſſina with a fair wind. A boat, ſent off by the Britiſh conſul, informed the admiral that Malta had actually ſurrendered to the French. A plan was immediately formed to attack their fleet at Goza, where it was reported they were at anchor. At day-light on the 22d of June, La Mutine ſpoke a Genoeſe brig from Malta, which gave intelligence that the French had ſailed from thence on the 18th, with a freſh gale at N.W. The admiral inſtantly bore up and ſteered to the S. E. with all poſſible ſail. From this time to the 29th the fleet had only ſpoken with three veſſels, two of which had come from Alexandria, and the other from the Archipelago, without having ſeen any thing of the enemy's fleet. On the ſame day they ſaw the Pharos Tower of Alexandria; and on approaching the land with a preſs of ſail, ſaw diſtinctly both the

A.D. 1798

* Appendix, Chap. II No. 364.

harbours,

A.D. 1798 harbours, in neither of which, to the admiral's great diſappointment, was a French ſhip to be ſeen. He now ſhaped his courſe for the coaſt of Caramenca, which was diſcovered on the 4th of July; and ſteered along the ſouth ſide of Candia, under a preſs of ſail, with a contrary wind both night and day, until the 18th, when they made the iſland of Sicily, and entered the port of Syracuſe. Although many of the ſhips were in great want of water from not having had a ſupply ſince the 6th of May, the fleet was completed and ready for ſea in five days. On the 25th of July they again ſailed without having been able, whilſt at Syracuſe, to obtain any certain intelligence of the deſtination of the enemy. Sir Horatio Nelſon being ſtill prepoſſeſſed that a deſcent on Egypt was their object, ſteered for the Morea, where it occurred to him that ſome authentic information might be obtained. On the 25th, the fleet being off the Gulph of Caron, Captain Trowbridge was diſpatched in the Culloden to get intelligence; in about three hours that active officer returned, having learned from the Turkiſh governor that the French fleet had been ſeen ſteering to the S.E. from Candia about four weeks before. Upon this information the admiral was reſolved once more to viſit Alexandria, and accordingly ſteered for that place. On the 1ſt of Auguſt, at noon, they were in ſight of the Pharos of Alexandria, and obſerved the harbours to be full of ſhipping. Soon after the Zealous, Captain Hood, diſcovered the enemy's ſhips of war at anchor in Aboukir bay, in line of battle, which he inſtantly communicated by ſignal, with their number. The admiral directly hauled his wind, and was followed by the whole fleet with the greateſt alacrity. The ſignal was alſo made to prepare for battle, and that it was the admiral's intention to attack the enemy's van and centre as they lay at anchor, according to a plan which he had ſome time before communicated to the captains of his ſquadron. The admiral's idea in this diſpoſition of his force was, firſt, to ſecure the victory, and then to make the moſt of it, as circumſtances might permit. A bower cable of each ſhip was immediately got out abaft, and ſent forward. The fleet carrying ſail and ſtanding in in cloſe line of battle for that of the enemy's, which appeared to be moored in a ſtrong and compact line of battle, close in with the ſhore, their line deſcribing an obtuſe angle in its form, flanked by numerous gun-boats, four

four frigates, and a battery of guns and mortars on an iſland in their van*. The poſition of the enemy preſented the moſt formidable obſtacles: but the admiral viewed theſe with the eye of a ſeaman determined on attack, and it inſtantly ſtruck his eager and penetrating mind, that where there was room for an enemy's ſhip to ſwing, there was room for one of our's to anchor. No further ſignal was neceſſary than thoſe which had already been made. The action commenced at ſun-ſet, which was at 31 minutes paſt ſix, with an ardour and vigour which it is impoſſible to deſcribe. The Goliah and Zealous had the honour to lead inſide, and to receive the firſt fire from the van ſhips of the enemy, as well as from their batteries and gun-boats, with which their van was ſtrengthened. Theſe two ſhips, with the Orion, Audacious, and Theſeus, took their ſtations inſide the enemy's line, and were immediately in cloſe action. A.D. 1798

They were unavoidably expoſed to the whole broadſides of the French line, until they could take their reſpective ſtations; the enemy received them with great firmneſs and deliberation, no colours were hoiſted on either ſide, nor a gun fired, till the Britiſh van ſhips were within half gun ſhot.

The Vanguard anchored the firſt on the outſide of the enemy, and was oppoſed within half piſtol ſhot, to Le Spartiate, on whom ſhe opened a moſt tremendous fire, covering the approach of thoſe in the rear, which were following in a cloſe line. The Minotaur, Defence, Bellerophon, Majeſtic, Swiftſure, and Alexander came up in ſucceſſion, and paſſing within hail of the Vanguard, took their reſpective ſtations, oppoſed to the enemy's line. As the ſhips anchored by the ſtern, the line became inverted from van to rear.

Captain Thompſon of the Leander of 50 guns, with a degree of judgment highly honourable to his profeſſional character, advanced towards the enemy's line on the outſide, and moſt judiciouſly dropped his anchor athwart hawſe of Le Franklin, raking her with great ſucceſs; the ſhot from the Leander's broadſide, which paſſed that ſhip all ſtriking L'Orient, the flag-ſhip of the French commander in chief.

* Appendix, Chap. II. No. 365

At

A. D. 1798 At about 7 o'clock, total darkneſs came on: but the whole hemiſphere, was, at intervals, illuminated by the fire of the hoſtile fleets. The Britiſh ſhips had at this time hoiſted their diſtinguiſhing lights by a ſignal from the admiral.

The battle now raged with unremitting fury. In leſs than twelve minutes Le Guerrier, the van ſhip of the enemy, was diſmaſted; and in ten minutes after, the Conquerant and Le Spartiate the ſecond and third ſhips ſhared the ſame fate. At half paſt 8, L'Aquilon and Le Souverain Peuple, the fourth and fifth ſhips in the enemy's line were taken poſſeſſion of by the Britiſh. At the ſame time, Captain Berry ſent Lieutenant Galway, of the Vanguard, with a party of marines to take poſſeſſion of Le Spartiate, that officer returned by the boat the French captain's ſword, which Captain Berry delivered to the admiral, who was then below, in conſequence of the ſevere wound which he had received in the head during the heat of the action.

Victory now appeared to declare itſelf in favour of the Britiſh, for although L'Orient, L'Heureux, and Tonnant were not taken poſſeſſion of, they were conſidered as completely in their power.

At ten minutes after nine, a fire was obſerved on board L'Orient, the French admiral's ſhip, which ſeemed to proceed from the after part of the cabin, and increaſed with ſuch rapidity, that the whole after-part of the ſhip was ſoon involved in flames. This circumſtance Captain Berry immediately communicated to the admiral, who though ſuffering ſeverely from his wound, came upon deck, where the firſt conſideration that ſtruck his mind, was concern for the deſtruction of ſo many lives; to ſave as many as poſſible of whom, he ordered Captain Berry to make every practicable exertion. A boat, the only one that could ſwim, was inſtantly diſpatched from the Vanguard, and other ſhips, which were in a condition to do ſo, followed the example; by which means the lives of above ſeven hundred men were ſaved.

The cannonading was ſtill partially kept up to leeward of the centre till about 10 o'clock, when L'Orient blew up with a moſt tremendous exploſion. An awful pauſe, and death-like ſilence for about three minutes enſued, when the wreck of the maſts, yards, &c. which had been carried

the

to a vaſt height, fell down into the water, and on board the ſurrounding ſhips. A port-fire from L'Orient, fell into the main royal of the Alexander, the fire occaſioned by which, was however extinguiſhed in about two minutes, by the active exertions of captain Ball. A.D. 1798

The Bellerophon, whoſe maſts and cables had been entirely ſhot away, could not retain her ſituation abreaſt of L'Orient, and drifted out of the line to the lee ſide of the bay, a little before the ſhip blew up; by which fortunate circumſtance ſhe perhaps eſcaped being demoliſhed.

After this dreadful ſcene, the firing recommenced with the ſhips to leeward of the center till twenty minutes paſt ten, when there was a total ceſſation of firing for about ten minutes; after which it was revived till about three in the morning, when it again ceaſed.

The victory having been ſecured in the van, ſuch of the Britiſh ſhips as were in a condition to move, went down to attack the freſh ſhips of the enemy.

At five minutes paſt five in the morning, the two rear ſhips of the enemy, Le Guillaume Tell and Le Genereux, were the only French ſhips of the line that had their colours flying.

At fifty-four minutes paſt five, L'Artemiſe French frigate, fired a broadſide and ſtruck her colours; but ſuch was the unwarrantable and infamous conduct of the French captain, that after having thus ſurrendered, he ſet fire to his ſhip, and with part of the crew, made his eſcape on ſhore.

Another of the French frigates, La Serieuſe appeared to have been ſunk from the fire of ſome of the Britiſh line; but as her poop remained above water, her men were ſaved upon it, and were taken off by the boats of the fleet.

At 11 o'clock, Le Genereux, and Guillaume Tell, with the two frigates, La Juſtice and La Diane, cut their cables and ſtood out to ſea, purſued by the Zealous, Captain Hood; but as there was no other ſhip in condition to ſupport her, ſhe was recalled; and theſe ſhips effected their eſcape.

The whole day of the 2d, was employed in ſecuring the ſhips that had ſtruck, excepting the Tonnant and Timoleon, as they were both diſmaſted, and conſequently could not eſcape; they were left for the laſt to be taken poſſeſſion of. The enemy availed himſelf of this opportunity, and on

A.D. the morning of the 3d, for fire to La Tigre lion, and the
1798 rebeo of Le [illegible] Bonaparte, furrendered on fhore; but
by the [illegible] of Captain Miller of the Theſeus,
the two fhips got off again, and refolded to the Britiſh line.

From the over anxiety and zeal of Captain Trowbridge to get into action, the Culloden in ſtanding in for the van of the enemy's line, unfortunately grounded upon the tail of a ſhoal, running off from the mound, on which were the mortar and gun batteries of the enemy; and notwithſtanding all the efforts of that able officer, and his ſhip's company, ſhe could not be got off until the morning of the 2d; when it was found ſhe had ſuſtained conſiderable damage; that her rudder was beaten off, and ſhe could ſcarcely be kept a-float with all pumps going. In four days, however, by the ſtrenuous and indefatigable exertions of Captain Trowbridge, a new rudder was made, and ſhipped; and the Culloden was again in a ſtate for actual ſervice, though ſtill very leaky.

Sir Horatio Nelſon now turned his attention to thoſe of the enemy who were wounded, by eſtabliſhing a truce with the commandant of Aboukir, and through him made communication to the commandant of Alexandria; ſignifying his intention to allow all the wounded Frenchmen to be taken a-ſhore, with their own ſurgeons to attend them. This propoſal was well received by the French, and immediately carried into effect.

During the action, the ſhores of the bay were lined with the Arabs and Mamelukes: who ſaw with a degree of exultation almoſt equal to the Britiſh, that victory was decidedly in their favour. To demonſtrate their tranſport, they illuminated the whole coaſt and country, as far as could be ſeen, for three ſucceſſive nights.*

So ſoon as the prizes were completely ſecured, and every thing wore a more tranquil aſpect; the admiral's firſt conſideration was to offer up his thankſgiving to that Supreme Being, to whom he felt the deepeſt emotions of gratitude for the ſignal bleſſings, which by his divine favour had crowned his gallant exertions with victory. He accordingly, on the morning of the 4th, iſſued the following memorandum to the captains of his ſquadron.

* [illegible] which appeared in the European [illegible] drawn up from minutes taken

"Vanguard,

"*Vanguard, off the Mouth of the Nile, 2d Day of August*, 1798." A.D. 1798

"Almighty God having blefſed his Majeſty's arms with victory; the admiral intends returning public thankſgivings for the ſame, at 2 o'clock this day, and he recommends every ſhip doing the ſame, as ſoon as convenient."

"*To the ſubſcribe Captains of the Squadron.*"

This ſolemn act of gratitude to Heaven, ſeemed to make a very deep impreſſion upon ſeveral of the priſoners, both officers and men, ſome of the former of whom remarked, "that it was no wonder we could preſerve ſuch order and diſcipline, when we could impreſs the minds of our men with ſuch ſentiments after a victory ſo great, and at a moment of ſuch ſeeming confuſion."

On the ſame day, the following memorandum was affixed to all the ſhips' companies of the admiral's ſentiments of the noble exertions of the different officers and men of his ſquadron.

"*Vanguard, 2d Day of Auguſt* 1798, *off the Mouth of the Nile.*"

"The admiral muſt beg to make known to the captains, officers, ſeamen and marines, of the ſquadron he has the honour to command, on the event of the late action; and he deſires they will accept his moſt cordial and warmeſt thanks, for their very great exertions on this glorious battle. It muſt ſtrike [illegible] how ſuperior their conduct was, reflected by diſcipline and good order, to the riotous behaviour of [illegible].

"The undaunted courage of the admiral will not fail, with his diſpoſitions, to repreſent their truly meritorious conduct in the ſtrongeſt terms to the commander in chief."

"*To the Captains of the Ships of the Squadron.*"

On

After this glorious victory obtained over the French fleet, the captains of the Britiſh ſquadron preſented their gallant chief, each with ſome relic made from the wreck of L'Orient; one of theſe was a coffin made from the wood and iron work of her main-maſt, and ſent to the admiral, by Captain Benjamin Hallowell, of the Swiftſure, accompanied with the following note.

"Sir, *Swiftſure, Auguſt*, 179 .

"I have taken the liberty of preſenting you a coffin, made from main-maſt of L'Orient, that when you have finiſhed your military career in this world, you may be buried in one of your trophies of victory, that period may be far diſtant, is the earneſt wiſh of your humble ſervant,

B. HALLOWELL.

To HORATIO NELSON, Rear Admiral of the Blue, &c. &c.

A D. 1798 On the 5th day of Auguſt, Captain Berry, of the Vanguard, ſailed in the Leander, with the admiral's diſpatches to the commander in chief, off Cadiz, of which the following is a copy.

"*Vanguard, off the Mouth of the Nile,*
"My Lord, *Auguſt 3d*, 1798."

"Almighty God has bleſſed his Majeſty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at ſun-ſet, on the 1ſt of Auguſt, off the mouth of the Nile. The enemy were moored in a ſtrong line of battle, for defending the entrance of the bay, (of Shoals) flanked by numerous gun boats, four frigates, and a battery of guns and mortars on an iſland in their van; but nothing could withſtand the ſquadron your lordſhip did me the honour to place under my command. Their high ſtate of diſcipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every deſcription, it was abſolutely irreſiſtible.

"Could any thing from my pen add to the characters of the captains, I would write it with pleaſure; but that is impoſſible.

"I have to regret the loſs of Captain Weſtcott, of the Majeſtic, who was killed early in the action; but the ſhip was continued to be ſo well fought by her firſt lieutenant, Mr. Cuthbert, that I have given him an order to command her till your lordſhip's pleaſure is known.

"The ſhips of the enemy, all but their two rear ſhips, are nearly diſmaſted; and thoſe two, with two frigates, I am ſorry to ſay, made their eſcape; nor was it, I aſſure you, in my power to prevent them. Captain Hood moſt handſomely endeavoured to do it; but I had no ſhip in a condition to ſupport the Zealous, and I was to obliged to call her in.

"The ſupport and aſſiſtance I have received from Captain Berry, cannot be ſufficiently expreſſed. I was wounded in the head, and obliged to be carried off the deck; but the ſervice ſuffered no loſs by that event. Captain Berry was fully equal to the important ſervice then going on, and to him I muſt beg leave to refer you for every information relative to this victory. He will preſent you with the flag of the ſecond in command, that of the commander in chief being burnt in L'Orient." "Herewith

" Herewith I tranſmit you liſts of the killed and wounded, and the lines of battle of ourſelves and the French.* A.D. 1798

" I have the honour to be, &c.

" HORATIO NELSON."

" To Admiral Earl St. VINCENT,
Commander in Chief, &c. off Cadiz."

The Admiral ſoon after ſent the Hon. Captain Capel, of Le Mutine ſloop of war, with a copy of his diſpatches to the commander in chief, with orders to land at Naples, and proceed from thence to England. He alſo diſpatched Lieutenant Duval, of the Zealous, over land, with a letter to the governor of Bombay, of which the following is a copy.

" *Vanguard, Mouth of the Nile,*
9th Auguſt, 1798."

" Sir,

" Although I hope that the conſuls, who are, or ought to be, reſident in Egypt, have ſent you an expreſs of the ſituation of affairs here: yet, as I know Mr. Baldwin has ſome months left Alexandria, it is poſſible you may not be regularly informed; I ſhall therefore relate to you briefly, that a French army of 40,000 men in 300 tranſports, with 13 ſail of the line, 11 frigates, bomb veſſels, gun-boats, &c. &c. arrived at Alexandria on the 1ſt of July; on the 7th, they left it for Cairo, where they arrived on the 22d. During their march they had ſome actions with the Mamelukes, which the French call victories. As I have Bonaparte's diſpatches now before me, which I took yeſterday, I ſpeak poſitively; he ſays, " I am now going to ſend off to take Suez and Damietta:" he does not ſpeak favourably of either country or people; but there is ſuch bombaſt in his letters, that it is difficult to get at the truth; but you may be ſure he is only maſter of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French veſſels are at Suez, to carry any part of his army to India. Bombay (if they can get there) I know is the firſt object; but I truſt the Almighty God, in Egypt, will overthrow theſe

* Appendix, Chap. II. No. 365.

A.D. peſt of the human race. It has been in my power to
1798 prevent 12,000 men from leaving Genoa, and alſo to take 11 ſail of the line and two frigates; two ſail of the line and two frigates have eſcaped me. This glorious battle was fought at the mouth of the Nile, at anchor; it began at ſun-ſet, and was not finiſhed at three the next morning; it has been ſevere, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Roſetta, to prevent their communication by water, and nothing under a regiment can paſs by land. But I ſhould have informed you, that the French have 4000 men poſted at Roſetta, to keep open the mouth of the Nile. Alexandria, both town and ſhipping, are ſo diſtreſſed for proviſions, that they can only get them from the Nile by water; therefore I cannot gueſs the good which may attend my holding our preſent poſition: for Bonaparte writes, he's diſtreſs for ſtores, artillery, and things for their hoſpital, &c. All inland communication is at an end between Alexandria and Cairo: you may be ſure I ſhall remain here as long as poſſible. Bonaparte had never yet to contend with an Engliſh Officer; and I ſhall endeavour to make him reſpect us."

"This is all I have to communicate; I am confident every precaution will be taken to prevent in future any veſſels going to Suez, which may be able to carry troops to India. If my letter is not ſo correct as might be expected, I truſt your excuſe, when I tell you my brain is ſo ſhaken with the wound in my head, that I am ſenſible I am not to clear as I could be wiſhed; but whilſt a ray of reaſon remains, my heart and hand ſhall ever be exerted for the benefit of my King and country."

"I have the honour to be, &c.
(Signed) "HORATIO NELSON."

This important victory was no ſooner made known at Conſtantinople, than the Grand Signor directed a ſuperb enſigne d'honneur (called a Chelenck, or plume of triumph) taken from one of the imperial galleys, with a purſe of fabric of the firſt quality, to be ſent to Sir Horatio Nelſon.

He directed alſo a purſe of 2000 ſequins to be diſtributed among the Britiſh ſeamen wounded at the battle of the Nile.

The

The Grand Signor's mother ſent the admiral a roſe ſet with diamonds, of great value. A.D. 1798

The Iſland of Zante preſented him with a gold-headed ſword and cane, as an acknowledgement, that had it not been for the battle of the Nile, they could not have been liberated from French cruelty.

Amongſt the letters from the French, which were intercepted by the fleet, under Sir Horatio Nelſon, was found the following one from Rear Admiral Ganteaume, to General Bruix, Miniſter of the Marine, and of the Colonies, giving an account of the action on the 1ſt of Auguſt.

" Citizen Miniſter, *Alexandria, Auguſt* 23*d*.

" Obliged to give you an account of the moſt fatal of diſaſters, it is with piercing and heartfelt ſorrow that I acquit myſelf of this melancholy part of my duty.

" Eleven ſail of the line taken, burnt, and loſt for France, our beſt officers killed or wounded, the coaſts of our new colony laid open to the invaſion of the enemy; ſuch are the dreadful reſults of an engagement which took place on the night of the 1ſt inſtant, between our fleet and that of the Engliſh, under the command of Admiral Nelſon.

" From the experience which you have had, Citizen Miniſter, in our ports during the courſe of this war, it will, doubtleſs, be eaſy for you to judge, whether the crews of a fleet, ſo haſtily fitted out as ours, could be reaſonably expected to be well compoſed; and whether we could hope to find amongſt men collected at random, as it were, almoſt at the very inſtant of our departure, able mariners, and ſkilful and experienced cannoneers. The favourable ſeaſon, however, the care and attention of the officers, and, perhaps a certain portion of good luck, ſeconded the progreſs of the fleet ſo effectually, that, together with its convoy, it reached the coaſt of Egypt without any accident whatever.

" The admiral has moſt aſſuredly informed you, that on our arrival at Alexandria, we learned that an Engliſh ſquadron of 14 ſail had been there three days before us. It would have been the moſt prudent ſtep, perhaps, to have quitted the coaſt the moment the deſcent had been effected; but the admiral, who waited for the orders of the commander in chief (whoſe army naturally derived a great degree of confidence from the preſence of the ſquadron) did not think

A.D. 1798 himself justified in quitting the coast; but took, on the contrary, a strong position in the anchoring ground of Bequires.

"This road, by its proximity to Rosetta, enabled him to receive on board the necessary supplies for the fleet, and to replace, though with infinite risk and pains, some part of the water that was daily consumed on board. It was therefore, unfortunately determined to moor the fleet in one line, in an open situation, and which could not be protected from the shore.

"Fatal intelligence received from time to time, by neutral vessels, announced the return of the enemy's squadron. It had been seen off the Isle of Candia, steering to the westward. The conduct of this fleet, which though superior to ours, had not waited for us before Alexandria, but made sail to the west, while we were effecting our debarkation, which it might easily have thwarted or prevented, unhappily confirmed us in the opinion that it had no orders to attack us, and produced a boundless and fatal security.

"On the 21st of July, however, two of the enemy's frigates reconnoitered us, and on the 31st, about two in the afternoon, the whole fleet hove in sight. It was composed of 14 sail of the line and two brigs. The wind was northerly and rather fresh. They bore down with a press of sail on our fleet, and clearly announced a design to attack us.

"The measures which the admiral took on this occasion, the resolution to engage at anchor, and the results of this horrible affair, are detailed in the abstract, which I have subjoined to the present letter; in that I have delineated every circumstance as it appeared to me on this too grievous and too dreadful night.

"L'Orient took fire; it was by an accident which I cannot yet comprehend, that I escaped from the midst of the flames, and was taken into a yawl that was lying under the ship's counter. Not being able to reach the Vessel of General Villeneuve, I made for this place, from whence I have now the mortification of transmitting you these melancholy details.

"The Franklin, the Spartiate, the Tonnant, the Peuple Souverain, and the Conquerant, are taken. They got their topmasts up, and sailed with the enemy's squadron, which quitted the coast on the 18th of August, leaving here a small division of four ships of the line and two frigates.

"The

" The Mercure, the Heureux, and the Guerrier have A. D.
been burnt by the enemy. The two firſt run aground dur- 1798
ing the action, and were bulged when they took poſſeſſion of them.

" The Timoleon, incapable of making her eſcape, was run on ſhore by Captain Trulet, who ſet her on fire, after putting all the crew either into his own boats, or into thoſe which were ſent him from the reſt of the fleet.

" The two frigates, the Artémiſe and the Sérieuſe were deſtroyed in ſpite of the enemy's endeavours to preſerve them; the firſt was burnt, and the other ſunk.

" The ſole relicks then of this unfortunate armament was compriſed in the diviſion of frigates, corvettes, and flutes, which are now at Alexandria; and in that of General Villeneuve, who, by a bold manœuvre, made his eſcape from the enemy. You will ſee by my abſtract*, that this latter diviſion is compoſed of two ſhips of the line, and two frigates, the Guillaume Tell, the Genereux, the Diane, and the Juſtice.

" Placed by my rank at the head of that part of our unfortunate remnant which remains here†, Admiral Nelſon propoſed to me to receive the wounded and other priſoners. In concert with General Kleber, commandant of the town, I have acquieſced in his propoſition; and 3100 priſoners, of whom about 800 are wounded, have been put on ſhore ſince the 6th of Auguſt.

" By means of this coreſpondence we have collected ſome information reſpecting our perſonal loſſes. My pen trembles in my hand, while in conformity to my duty, I attempt to particularize our misfortunes.

" The Admiral, the Chiefs of Diviſion, Caſa Bianca, Thevenard, Du Petits Thenars, are killed, and ſix other ſuperior officers whoſe names are ſubjoined‡, dangerouſly wounded. I have not yet been able to procure an exact liſt of the privates killed and wounded, on account of Admiral Nelſon's refuſing to ſend me the commiſſaries of the captured veſſels, with their roles d'equipage.

" Since the action, the enemy are maſters of the whole coaſt, and interrupt all our communications; the other day

* The end of this letter.

† See Official Document; Appendix Chap. II. No. 366.

‡ Theſe names do not appear; they were probably omitted in the hurry of making up the diſpatches. Note of the tranſlator.

they

A.D. 1798 they captured the Fortune, a corvette, which the admiral had sent to cruize off Damietta. The English squadron, as I had the honour of mentioning to you above, sailed, it is said, for Sicily, on the 18th instant. The division which is stationed here consists of ten seventy-fours, and two frigates.

"On account of the extraordinary care which the English always take to conceal their loss of men, we have been able to procure no information on the subject that can be relied on. We are assured, however, that Admiral Nelson is dangerously wounded in the head, and that two captains are killed; we are also told that two of their ships, the Majestic and the Bellerophon, had each 150 men killed and wounded.

"In the situation in which we are, blocked up by a very superior force, I am still ignorant, Citizen Minister, what measures we shall pursue with the feeble maritime resources that yet remain to us in this port; but if I must need speak the truth, in as much as it really appears to me, I then say, that, after so dreadful a disaster, I see no other thing but a peace can consolidate the establishment of our new colony. May our Governors procure us a find and honourable one.

"I am, with respect,

"CANTEAUME."

Alexandria, August 5th.

"*At sunset of the 1st instant which took Place with a Night*
"*of the purest Serenity on our Eastern Horizon, the French Fleet, and*
"*their Convoy, consisting of Ships of War, under the Command of Rear*
"*Admiral Brueys.*

"At two in the afternoon the Heureux threw out a signal, and fired a gun in the W.S.W. Our men on the look-out observed them at the same time, and counted successively as many as 16. We were not long in recognizing the squadron to be an English squadron, composed of 14 [illegible] and 2 brigs.

"They immediately steered for our anchoring ground, with a press of sail, [illegible] bring founding ahead. The wind at N.N.W.

"[illegible] the Alceste and the Railleur, were ordered to get under sail and to fall to windward to prevent the [illegible] ship from continuing her soundings.

"The

" The ſignals for ſtowing the hammocks, and making A.D.
ready for fight, for announcing the reſolution for engaging 1798
at anchor, and for recalling the men on board their reſpective ſhips, were all made at three.

" The long boats employed in watering were alſo recalled; a boat was haſtily diſpatched from the Artemiſe to the ſhoals of Roſetta, to acquaint the tranſports there with the appearance of an enemy; and finally, the frigates and corvettes were ordered to ſend as many of their men as poſſible on board the ſhips of the line.

" The enemy's ſquadron continued to advance with a preſs of ſail; after ſtanding off to a conſiderable diſtance to avoid the breakers on the iſland, it hauled its wind, ſhortened ſail and clearly manifeſted a deſign to attack us.

" At three quarters after five, the battery on the little iſland threw ſome bombs, which fell into the van of the enemy's line. At ſix the admiral threw out the ſignal for commencing the engagement; and, ſhortly after, the two headmoſt ſhips began firing.

" Several of the enemy's veſſels having ſuddenly ſhortened ſail, had turned the head of our line, and letting go their anchors, with a cable aſtern, had ranged alongſide, between us and the land, while others had moored themſelves within piſtol ſhot of us on the other ſide. By this manœuvre, all our veſſels, as far down as the Tonnant, found themſelves completely enveloped, and placed between two fires."

" It appeared to us, that in executing this manœuvre, two of their veſſels had run aground; one of them, however, was immediately got off.

" The attack and the defence were extremely briſk: the whole of our van was attacked on both ſides, and ſometimes raked. In this diſorder, and involved as we were in continual clouds of ſmoke, it was extremely difficult to diſtinguiſh the different movements of the line.

" At the beginning of the action, the admiral, all the ſuperior officers, the firſt commiſſary, and about twenty pilots and maſters of tranſports, were on the poop of the ſhip, employed in ſerving the muſketry. All the ſoldiers and ſailors were ordered to the guns on the main and lower decks: the twelve pounders were not half manned.

" After the action had laſted about an hour, the admiral was wounded in the body and in the head; he then came down

A.D. 1798 down from the poop, and a ſhort time after was killed on the quarter-deck.

" Obliged to defend ourſelves on both ſides, we gave up the twelve pounders; but the twenty-four and thirty-ſix's kept up their fire with all poſſible ardour. The Franklin and the Tonnant appeared to be in as critical a ſituation as ourſelves.

" The Engliſh having utterly deſtroyed our van, ſuffered their ſhips to drift forward, ſtill ranging along our line, and taking their different ſtations around us: while we (M. S. illegible) van cut off, were frequently obliged to veer away our cable, or our hawſer, to enable us to preſent our broadſide to the enemy.

" One of their ſhips, however, which lay cloſe to us on the ſtarboard ſide totally diſmaſted, ceaſed her fire, and cut her cable to get out of the reach of our guns; but obliged to defend ourſelves againſt two others who were furiouſly thundering upon us on the larboard quarter, and on the ſtarboard bow, we were again compelled to heave in ſome of our cable.

" The thirty-ſix and twenty-four pounders were ſtill firing briſkly, when an exploſion took place on the after part of the quarter-deck. We already had a boat on fire, but we had cut it away, and ſo avoided the danger. We had alſo thrown a hammock, and ſome other things which were in flames, overboard; but this third time the fire ſpread ſo rapidly and inſtantaneouſly amongſt the fragments of every kind, with which the poop was incumbered, that all was ſoon in flames. The fire pumps had been daſhed to pieces by the enemy's balls; and the tubs and buckets rendered uſeleſs.

" An order was given to ceaſe firing, that all hands might be at liberty to bring water; but ſuch was the ardour of the moment, that in the tumult the guns of the lower deck ſtill continued their fire. Although the officers had called all the people up from below, the flames had in a very ſhort time, made a moſt alarming progreſs; and we had but few means in our power of checking them.

" Our main and mizen-maſts fell overboard, and we ſoon ſaw there was no ſaving the ſhip, the fire having already gained the poop, and even the quarter-deck.

" The captain and ſecond captain had been wounded ſome time before; General Ganteaume took upon himſelf therefore

therefore the command, and ordered the ſcuttles to be opened, and every body to quit the ſhip. A.D. 1798

" The fire broke out about a quarter before ten; and at half after ten the ſhip blew up, although we had taken the precaution to open all the water courſes. Some of the crew ſaved themſelves on the wreck; the reſt periſhed.

" The action continued all the night with the ſhips in the rear; and at break of day we diſcovered that the Guerrier, the Conquerant, the Spartiate, the Aquilon, the Peuple Souveraine, and the Franklin, had hauled down their colours, and were in poſſeſſion of the enemy. The Timoleon, with all her maſts gone, was dropped a-ſtern of the fleet, her colours ſtill flying. The Heureux and the Mercure, which had now run a-ground, were attacked, and obliged to ſtrike in the morning. The Artemiſe was ſet on fire at eight o'clock, and the Serieuſe ſunk.

" The Guillaume Tell, the Genereux, the Timoleon, the Diana, and the Juſtice, with their colours ſtill flying, were engaged with ſome Engliſh veſſels during a part of the morning; but this diviſion, with the exception of the Timoleon, ſet their ſails about 11 o'clock, and ſtood off to ſea.

" The Timoleon run on ſhore; and we have ſince heard that the captain, after landing all his men, ſet her on fire the next morning, to prevent her falling into the hands of the enemy.*

" Such are the reſults of this horrible affair; and we have detailed them as they preſented themſelves to our memory, not having been able to preſerve a paper or note of any kind.

" Rear Admiral GANTEAUME."

Thus it will appear from the documents referred to in the Appendix, as well as other ſtatements given of the enemy's force, that this armament, when it ſailed from Toulon, was compoſed of the following number of men, viz.

Land forces -	42,000
Sea ditto -	10,810
Ships at Alexandria, &c. -	4,948
† Flotilla on the Nile -	1,500
Tranſports -	3,017
Total,	62,275

* 400 of theſe poor wretches were murdered by the Arabs.

† A no return had been made of the number of men on board the flotilla. We rate them at 100 men on board of each veſſel.

On

A. D. On the 18th of Auguſt Rear Admiral Nelſon having re-
1798. fitted the ſhips of his fleet and the prizes, in the beſt manner the ſtores which he had would permit, ſailed from the bay of Aboukir, leaving Captain Samuel Hood, with four ſail of the line and two frigates,* to block up the port of Alexandria, and alſo to intercept any ſupplies which might be ſent to the French army.

On the 22d of September Sir Horatio Nelſon arrived at Naples in the Vanguard, accompanied by the Thalia frigate: here he found the Culloden, Alexander, and Bonne Citoyenne, which had arrived four days before him. The King of Naples inſtantly went off in his barge, and honoured the admiral with a viſit on board the Vanguard, where he continued until ſhe anchored. When Sir Horatio Nelſon landed, he was received amidſt the repeated ſhouts of a rejoicing people, who looked up to him as their deliverer.†

The French prizes were entruſted to the care of Sir James Saumarez, with a detachment of the fleet; they ſtopped at the port of Auguſta, in Sicily, to get water and refreſhments; from thence proceeded off Malta; and, in conjunction with the Portugueſe ſquadron, under the command of the Marquis Nizza, ſummoned the French to ſurrender and evacuate that iſland, which was peremptorily refuſed by M. Vaubois, the commander in chief of the Valetta: Sir James Saumarez therefore ſailed for Gibraltar, and left the Portugueſe to block up the ports on that iſland.

It is now neceſſary to relate ſuch events as occurred previous to the battle of the Nile, and from thence to proceed chronologically on.

On the 14th of May Captain Middleton, in the Flora, gave chace to a French brig corvette, which took ſhelter in a ſmall harbour on the iſland of Corigo. There not being a ſufficient depth of water for the Flora to follow her, Captain Middleton diſpatched his boats armed, under the directions of Lieutenants Ruſſel and Hepenſtall, to cut her out; which ſervice was effected in a moſt gallant manner, bring-

* [illegible] Duke of Bronti, and [illegible] per annum: at the [illegible] ſet with brilliants, value

ing

ing her off in triumph, notwithstanding a heavy fire from two batteries at the entrance of the harbour, with the loss of one man killed and eight wounded. She proved to be Le Mondovi, of 16 guns, and 68 men, one of whom was killed, eight wounded, and four drowned. A.D. 1798

On the 12th of June a court-martial was assembled and held on board his Majesty's ship Prince, before Cadiz, to try Lord Henry Powlett, captain of the Thalia, on a charge exhibited against him by Lieutenant Robert Forbes of the said ship, for behaving in an infamous, scandalous, and oppressive manner, by striking him violently on the quarter-deck, when in the execution of his office, thereby committing a breach of the [illegible] Articles.

The Court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Rear Admiral of the Red.

Sir William Parker, Bart. Rear Ad. of the Red.	Sir John Orde, Bart. Rear Ad. of the White
T. Lennox Frederick, Esq. Rear Ad. of the Blue.	Sir Robert Calder, Knt. Capt. of the Fleet.

Captains,

Cuthbert Collingwood,	Peter Aplin,
Henry Savage,	John Knight,
John Child Purvis,	George Murray,
John Markham,	William O'B. Drury.

The Court having heard the evidence for the prosecution, as well as that of the prisoner, together with what he had to advance in his defence, pronounced the following sentence, which was read by the Judge Advocate.

"That the Court was of opinion, that the charge had "been proved against the prisoner, Lord Henry Powlett, "and did therefore adjudge him to be dismissed from his "Majesty's service; but in consideration of the whole cir-"cumstances of the case, the Court did humbly presume to "recommend him as a proper object for his Majesty's most "gracious consideration."

"Signed by the Court."

Lord Henry Powlett, [illegible] return to England, was re-[illegible] the command of the Defence, of [illegible] Captain John Peyton, who, on account of [illegible]

On

A.D. 1798 On the 16th of June Captain Henry Digby, in the Aurora, being off Curmes, diſcovered a Spaniſh brigantine and ſchooner at anchor in the harbour, which he deſtroyed, by ſending the ſhip's boats in armed, under the command of Lieutenant Lloyd. On the 19th Captain Digby chaſed and drove on ſhore a corvette and two brigs in the harbour of Cedeira. On the 22d he gave chaſe to a ſhip off Cape Machichicao, ſcudding with a N.W. wind between him and the land, which he ſoon perceived to be an enemy's cruizer. On obſerving the Aurora to be in purſuit of her, ſhe hauled more in for the land, and at half paſt three in the afternoon anchored under a fort and hoiſted French colours. At four the Aurora arrived within half gun-ſhot of the enemy, and diſcharged three or four broadſides into her with ſuch effect that her maſts fell over the ſide, and her cables (riding with three ahead) being ſhot away, ſhe drove on ſhore upon the rocks, the ſea making a breach over her. The wind having increaſed to a hard gale, right on the ſhore, Captain Digby was obliged to haul out and ſtand to ſea, leaving the enemy to his fate. Two days after Captain Digby learned, by the crew of a Spaniſh fiſhing boat, that ſhe had gone to pieces, and many of her people had been killed and wounded from the fire of the Aurora.

On the 27th of June the Seahorſe frigate, commanded by Captain Edward James Foote, being about 12 leagues from the iſland of Pantelaria, in queſt of the ſquadron under the command of Rear-Admiral Nelſon, fell in with and after a chaſe of twelve hours, and a cloſe action of eight minutes, captured La Senſible, French frigate, commanded by M. Bourde, Capitaine de Vaiſſeau, mounting 36 guns and 300 men, eighteen of whom were killed, the firſt and ſecond captains with 35 men wounded. She was on her paſſage from Malta to Toulon with an account of the capture of that iſland; and had on board the General of Diviſion M. Baraguey D'Hilliers. The Seahorſe had two men killed, Mr. Wilmot the firſt lieutenant, and 15 men wounded.

On the 15th of July Captain Manly Dixon, in the Lion of 64 guns, about twenty-nine leagues from Carthagena, diſcovered, at nine o'clock in the morning, four Spaniſh frigates,

frigates*, which he brought to close action at a quarter past eleven and continued with great briskness till ten minutes past one in the afternoon, when three of them made sail, and left the fourth to her fate, which had lost her fore-top-mast previous to the engagement. She proved to be the Dorothea of 42 guns and 370 men, commanded by Don Manuel Gerraro. Captain Dixon could get but an imperfect account of the numbers killed and wounded, but from the report of the prisoners, about 20 were killed and 32 wounded. The Lion had only two wounded; but was so much cut up in her masts, sails, and rigging, that she was rendered incapable of pursuing the other frigates, which made off close by the wind to the N.W. A.D. 1798

At five o'clock in the evening of the 7th of August Capt. Lotius Otway Bland, in L'Espoir sloop of war, being about 5 leagues from Malaga, with a part of the Oran convoy under his charge, discovered a large ship steering as if with the intention of cutting off the convoy. To prevent which Captain Bland hauled out from them, and made sail to meet her. A little before seven he perceived her to be a man of war, and that she had hove to, to receive him. Having arrived within musket shot on the enemy's weather quarter, Captain Bland hoisted his colours, but the stranger without displaying his, hailed in an imperious manner, and in good English ordered him to go to leeward and strike, or he would sink him, at the same time firing a shot into L'Espoir, followed instantly by his whole broadside. A severe action ensued, and continued with much resolution on both sides till ten o'clock, when the enemy called for quarter, and said he was a Genoese. Captain Bland repeated to him that he was a British man of war, and ordered him to lower all his sails and come on board; to which he paid no attention, but kept shooting up as if to gain a situation to rake L'Espoir: thinking his force too great to be trifled with, Capt. Bland directed a broadside to be poured into him, which he returned; but upon L'Espoir shooting a-head and tacking to give him the other, he again cried out, begging not

Ships.	*Guns.*	*Men.*	*Commanders.*
Pomona	42	350	Don Felix O'Neil, commodore. Don Francis Villamil, captain.
Dorothea	42	370	Don Manuel Gerraro.
Castilda	42	350	Don Deam. Ferrara.
Proserpine	42	350	Don Quaj. Biai.

A.D. 1798 to fire any more, that he was badly wounded, and would obey his orders immediately. Upon his lowering his fails all firing ceafed; and when taken poffeffion of, was found to be the Liguria, Don Franc. de Orfo commander, a Dutch frigate fold to the Genoefe, mounting 17 eighteen-pounders, 4 twelve-pounders, 10 fix-pounders, 12 long wall pieces, and 4 fwivels, with 120 men on board, of all nations, feven of whom were killed, the firft captain and thirteen men wounded.

Mr. Soulfby the maffer of L'Eſpoir, a promifing and active young man, was killed, and fix men wounded.

On the 18th of Auguft Captain Thompfon, in the Leander, having on board Captain Berry, charged with Rear-Admiral Nelfon's difpatches to the commander in chief, being about five or fix miles off the weft end of Goza, near the iſland of Candia, at day break in the morning, difcovered a large fail in the S. E. ſtanding towards him with a fine breeze. The Leander being at this time becalmed, Captain Thompfon ſoon made out the ſtranger to be a ſhip of the line. The Leander being above eighty men ſhort of complement, and a number on board who were wounded on the 1ſt of Auguſt, Captain Thompfon did not conſider himſelf juſtified in ſeeking an action with a ſhip ſo much his ſuperior in point of ſize; he therefore took every means in his power to avoid it, but ſoon found that the Leander's inferiority in ſailing made the attempt inevitable; he therefore ſteered a courſe, with all fail ſet, which he judged would receive his adverſary to the beſt advantage. At eight o'clock the ſtrange ſhip, being to windward, had approached within random ſhot of the Leander, with Neapolitan colours hoiſted, which he then changed to French; Captain Thompfon was not to be deceived, having plainly made him out to be ſuch ſome time before. At nine, being within half gun-ſhot of the Leander's weather quarter, Captain Thompfon hauled up ſufficiently to bring the broadſide to bear, and immediately commenced a vigorous cannonade on him, which he inſtantly returned. The ſhips continued nearing each other until half paſt ten, keeping up a conſtant and heavy fire. At this time the enemy availed himſelf of the diſabled condition of the Leander to lay her on board on the larboard bow; but a moſt ſpirited and well directed fire from the ſmall party of marines on the poop and quarter-deck, ſupported by a ſu-

rious

rious cannonade, prevented the enemy from taking advantage of his ſituation, and he was repulſed with much ſlaughter. A light breeze giving the ſhips way, enabled Captain Thompſon to diſentangle himſelf from the enemy; and ſoon afterwards he had the ſatisfaction to luff under his ſtern, and paſſing him within ten yards, deliberately diſcharged every gun into him. A.D. 1798

The action was now continued without intermiſſion, within piſtol ſhot, until half paſt three in the afternoon, when the enemy with a light breeze (for it had hitherto been almoſt calm with a perfect ſmooth ſea) paſſed the Leander's bows and brought himſelf on her ſtarboard ſide, where the guns had been nearly all diſabled from the wreck of the ſpars which had fallen on that ſide. This producing a ceſſation of fire on her part, the enemy hailed to know if he had ſurrendered. The Leander was now totally ungovernable, being a complete wreck, not having a thing ſtanding, but the ſhattered remains of the fore and main maſts, and the bowſprit, her hull cut to pieces, the decks full of killed and wounded, and perceiving the enemy, who had only loſt his mizen topmaſt, approaching to place himſelf athwart her ſtern, Captain Thompſon in this defenceleſs ſituation, without the moſt diſtant hope of ſucceſs, and himſelf badly wounded, aſked Captain Berry, if he thought he could do more? who coinciding with him that further reſiſtance was vain and impracticable, directed an anſwer to be given in the affirmative, and the enemy ſoon after took poſſeſſion of his Majeſty's ſhip.

Her antagoniſt proved to be Le Genereux of 74 guns, commanded by M. Lejoille, chef de diviſion, who had eſcaped from the action of the 1ſt of Auguſt, having on board 900 men, 100 of whom were killed, and 188 wounded in the above conteſt with the Leander, whoſe loſs was alſo conſiderable, having three midſhipmen, twenty-four ſeamen, the ſerjeant and ſeven marines killed. Wounded, Captain Thompſon, Lieutenants Taylor and Swiney; Mr. Lee the maſter, the boatſwain, a maſter's mate, a midſhipman, forty-one ſeamen, and nine marines. Total, 35 killed, and 58 wounded.

No ſooner did Captain Thompſon and his officers arrive on board La Genereux, than they were plundered of every article belonging to them, ſave the clothes on their backs. They expoſtulated in vain with the French captain on this

A. D. 1798 barſh treatment, and when they reminded him of the ſituation of the French officers made priſoners by Admiral Nelſon, in compariſon with thoſe now taken in the Leander, he coolly replied, "J'en ſuis faché, mais le fait eſt, que les François ſont bons au pillage."

Captain Berry expreſſed a wiſh to have a pair of piſtols returned to him, of which he had been plundered. They were produced by the man who ſtole them, and immediately ſecured by the French captain himſelf, who told Captain Berry that he would give him a pair of French piſtols to protect him on his journey home, but this promiſe he never performed.

Captain Thompſon and his gallant crew experienced various other acts of cruelty from theſe friends to liberty and equality, which would have diſgraced a Barbary corſair, or the moſt deſperate pirate. They even carried their inhumanity to ſuch an extreme, that at the very moment the ſurgeon of the Leander was performing the chirurgical operations, they robbed him of his inſtruments, and the wound which Captain Thompſon had received was nearly proving fatal by their forcibly withholding the attendance of his ſurgeon*.

The ſavage treatment of theſe brave men was even extended after their arrival at Corfu, into which place they carried the Leander, as will be evinced by the following letter, addreſſed to the Lords of the Admiralty, from Mr. Stanley, the Britiſh conſul at Trieſte†.

"*Trieſte, 3d December*, 1798.

"My Lords,

"Thirty ſeamen of the Leander, which was taken and carried into Corfu, arrived here from that iſland the 20th ultimo; theſe poor men were forced away in three ſmall inconvenient veſſels, ten in each, ſome of them badly wounded, and in a very weak ſtate, being obliged to lie on the decks, expoſed to the inclemency of the ſeaſon, ſeventeen days. On Friday ten more arrived from the ſame

* On Captain Thompſon's return to England he was honourably acquitted by the ſentence of a court-martial, the honour of knighthood conferred on him, and given a penſion of 300l. per ann.

† The Leander was taken at Corfu, the following year, by the Ruſſians and Turks. The Emperor of Ruſſia ordered her to be reſtored to his Britannic Majeſty.

place.

place. The firſt thirty, having finiſhed their quarantine of thirteen days, came out this morning much recovered from the attention to their health and food. The laſt ten have ſuffered more than the others, being twenty-three days on their paſſage, and ſo ſhort of proviſions, that, had not ſome paſſengers taken compaſſion on them, they muſt have periſhed. I am ſorry to obſerve the French behaved very badly to them in the ſhortneſs of proviſions. I hope, by proper care, to reſtore theſe valuable meritorious men to their country and families. A.D. 1798

I have the honour to be, &c.

EDWARD STANLEY,
Britiſh Conſul at Trieſte."

" Right Hon. Lords Commiſſioners
of the Admiralty."

The following is a letter full of abſurdities and French bombaſt, written by the captain of Le Genereux on his arrival at Corfu.

" *Corfu, September* 8, 1798.

" I have the pleaſure to announce to you my arrival at Corfu. I have been here for ſome days paſt, having brought in the Engliſh ſhip Leander of 74 guns, which I met near the iſles of Goza and Candia, about a league from the ſhore. This ſhip had been ſent to carry diſpatches from Bequiers Road,* where the Engliſh had attacked us on the 1ſt of Auguſt. We were at anchor, but in a poſition certainly not very ſecure for our ſquadron; of this bad ſituation they took advantage, and having placed us between two fires, a moſt dreadful ſlaughter took place, the ſhips not being at a greater diſtance than piſtol ſhot and at anchor. From the circumſtance of the wind, with relation to the Engliſh ſhips, we ſhould have been ſuperior in the conteſt, if L'Orient, our admiral's ſhip, had not blown up in the air, which threw us all into diſorder; as, to avoid the flames that had already reached Le Tonnant, every veſſel was obliged to ſhift its ſtation. Having, however, placed my ſhip in a ſituation favourable to the direction of its cannon, I fought her until three in the morning of the following day to that in which, at ten in the evening, L'Orient blew up.

" By a ſingular accident I miſſed having a broadſide at

* Is meant Aboukir.

A. D. 1798 Captain Darby, who failed with us in the laſt war from the Cape of Good Hope to Cadiz. His ſhip, the Bellerophon of 74 guns, paſſed me about half paſt ten in the evening, having loſt her main-maſt and miſen-maſt. I fired three or four ſhots at her, which carried away the maſt ſhe was loſing, and ſtruck away one of the lanthorns of the poop.

"I immediately ordered one of my officers to go *in a boat to, and to bring on board of my ſhip the captain of that ſhip*; but in half an hour afterwards, when I was about to ſend my barge on board her, the fire from ſeveral Engliſh ſhips being directed againſt me, compelled me rather to think of anſwering their guns than of taking poſſeſſion of the other ſhip, and the ſlow manner in which the officer whom I had diſpatched, proceeded to execute my orders, was the cauſe of my failing to take poſſeſſion of this other ſhip.

"As to the Leander, I was obliged to fight with her for nearly four hours and three quarters. She carries 74 guns, 24 and 32 pounders on her lower deck, and 12 pounders on her upper. I ſhould have made myſelf maſter of her in leſs than an hour, had we been at cloſe fighting: during the engagement we boarded her, and I ſhould have ſucceeded in making prize of her by boarding it I had a more active crew.

(Signed) LEJOILLE, Jun."

On the 22d of Auguſt Captain George Hope, in the Alcmene frigate, captured, off Alexandria, Le Legere French gun-boat, charged with diſpatches for Bonaparte, which were thrown overboard, but not unperceived by John Taylor and James Harding, ſeamen belonging to the Alcmene, who, at the riſk of their lives, the ſhip then going between five and ſix knots, daſhed overboard and ſaved the whole of them*.

On the 25th, at one o'clock in the morning, Captain Thomas Foley detached the boats of the Glatton, under the command of Lieutenant Dobbs, to attack a French armed lugger which was moored under the guns of the Caſtle of Aboukir: which ſervice he effected by gallantly

* Theſe brave fellows were ſent to the Cape of Good Hope with diſpatches for Admiral Vanſittart.

boarding

boarding her, and after an obſtinate reſiſtance of 15 minutes brought her off. She proved to be La Torride, mounting three long 18-pounders, four ſwivels, and well appointed in ſmall arms, with a crew of 70 men, 3 of whom were killed; M. Martin Bedar, lieutenant de vaiſſeau, her commander, with 10 of his men, were badly wounded. In the attack, Lieutenant Debuſk and one man were wounded. A. D. 1798

On the 2d of September the Seahorſe and Emerald being off Alexandria, gave chace to a French gun-boat, which run on ſhore, and anchored near an Arab town. The ſhips immediately diſpatched their boats to bring her off; upon their approach the Frenchman opened his fire on them, cut his cable, and ran aſhore among the breakers. The crew landed, and were inſtantly attacked by the Arabs, who put to death thoſe that reſiſted, and ſtripped the reſt of their clothes. Her commander, and a few of the men made their eſcape naked to the beach, where the ſhips' boats had by this time arrived, and begged on their knees to be taken on board. Notwithſtanding the ſurf run extremely high, many of the men, with that humanity, which has often characterized Britiſh ſeamen, ſwam to the ſhore with lines and ſmall caſks, by which means they reſcued the lives of thoſe people from the fury of the Arabs. A young gentleman, midſhipman of the Emerald, particularly diſtinguiſhed himſelf, who, at the hazard of his own life, brought off M. Gerbonne, the commander of the gun-boat, which proved to be L'Anemene, of 4 guns, and 62 men, from Toulon and Malta, having on board General Carmin and M. Naleth, aid-de-camp to General Bonaparte. Theſe officers were among the number killed by the Arabs.

On the 20th Captain George Hope, in the Alcmene cut out of the road of Damietta, eight veſſels laden with wine and other neceſſaries for the French army.

On the 9th of November, the expedition* which was deſtined for the reduction of the Iſland of Minorca, under the command of General the Hon. Charles Stuart, and Commodore Duckworth, appeared off that iſland, and immediately landed a body of troops at Addaya Creek near Fournella, without oppoſition from the enemy, who evacuated the fort, firſt blowing up their magazines and ſpiking the guns. The

* Appendix, Chap. II. No. 368.

A.D. 1798 troops proceeded on their march to Mercadal, which they entered without reſiſtance, the enemy having retired to Ciudadella, and from thence to Mahon, while the ſquadron was actively employed in blocking up the different bays and creeks to prevent ſupplies being thrown into the iſland from Majorca. On the 9th a detachment of 300 men, under the command of the Hon. Colonel Paget, arrived at Mahon, and compelled Fort Charles to ſurrender; by which he was enabled to remove the boom obſtructing the entrance of the harbour, and give free paſſage to the Aurora and Cormorant to enter, they having been ordered on that ſervice by Commodore Duckworth. On the evening of the 12th, four large ſhips were obſerved ſtanding over from the Iſland of Majorca, which information the general communicated to Commodore Duckworth, who inſtantly put to ſea with part of his ſquadron*, and went in queſt of them. At day-break the next morning, five ſail were ſeen ſtanding for Ciudadella; the ſignal was made for a general chace, which the enemy obſerving, immediately hauled their wind for Majorca. The purſuit was continued until eleven at night, with little wind, when the commodore had arrived within three miles of the ſternmoſt frigate, but fearful leſt he ſhould be drawn too far from the Iſland of Minorca, he directed Captain Markham to purſue the enemy, and returned himſelf off Ciudadella, to co-operate with the army, if neceſſary. On his arrival off that place, he learnt from General Stuart that the whole iſland had ſurrendered on terms of capitulation, to his Majeſty's arms on the 15th. On the ſame morning the commodore was joined by the Argo, Captain Bowen, in the chace, on the 13th, having recaptured the Peterel ſloop of war, which had been taken on the

Ships.		*Guns.*	*Commanders.*
* Leviathan	-	74	Commodore Duckworth Captain H. Digby
Centaur	-	74	J. Markham
Argo	-	44	J. Bowen
Calcutta	A.	26	R. Plowden
Uaffes	T.	26	—— Prefland
Coromandel		26	Lt. R. Simmonds

Spaniſh Frigates.

Ships.	*Guns.*
Fiona	40
Caſtilla	40
Pomona	40
Proſerpine	40

12th

12th by the above ſquadron of Spaniſh frigates. Captain Bowen learnt from the officers and crew of the Peterel, that they had been treated by the Spaniards with great harſhneſs, by plundering them of their clothes, and other acts of cruelty: one of the ſeamen who reſiſted the Spaniards from robbing him of forty guineas, was murdered and thrown over board. A. D. 1798

Captain Markham rejoined the ſquadron without being ſo fortunate as to come up with the enemy's frigates.

A detachment of 150 ſeamen was landed to aſſiſt, and co-operate with the army, under the direction of Captain Bowen, but other eſſential ſervice making it neceſſary for him to return to his ſhip, the command of the ſeamen devolved on Mr. William Buchannan, ſecond lieutenant of the Leviathan, to whom General Stuart addreſſed the following very handſome letter, as a proof of the ſenſe he entertained of the deſerving conduct which he and his party manifeſted on this ſervice.

"*Before Ciudadella, Nov.* 18, 1798.

"Sir,

"I have the honour to return you, and the gentlemen employed on ſhore, under your command, my ſincere thanks for your activity, zeal and aſſiſtance in forwarding the light artillery of the army; neither can too much praiſe be given to the ſeamen for their friendly and chearful exertions under very hard labour; exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgements, and affords me the ſatisfaction of aſſuring you, that I am, with ſincere regard,

"Your's, &c.

"CHARLES STUART."

"Lieutenant Buchannan"

The other captains, officers, ſeamen and marines who were employed either on ſhore, or in covering the landing of the troops, and military ſtores, are mentioned by the general and commodore, as having manifeſted the greateſt zeal and activity. The conqueſt of Minorca was effected without the loſs of a ſingle man: the Spaniſh troops compoſing the different garriſons on the iſland, conſiſted of between 3000, and 4000, including the governor, and other officers on the ſtaff. A great quantity of ordnance

A.D. 1798 nance and military ſtores were taken in the forts. In the arſenal at Mahon were found abundance of naval ſtores; the keel and ſtern-frame of a man of war brig on the ſtocks, with her timbers, part of her ſtores, and rigging, &c. Fourteen gun boats hauled up, with all their rigging complete; thirteen other large boats, from 36 to 20 feet keel, with their rigging in good order, and fit for ſervice. Two large merchant ſhips, a xebeck, and four tartans, were taken in the harbour.

On the 28th of October the iſland of Goza, near to Malta, ſurrendered on terms of capitulation to Captain Alexander John Ball, of his Majeſty's ſhip Alexander, to whom Lord Nelſon had entruſted the blockade of Malta, with three ſail of the line, a frigate, and fire ſhip.

The French Republican army having invaded the Neapolitan territory, and marching rapidly to Naples, in which capital the inhabitants had ſhewn evident ſigns of inſurrection, his Sicilian Majeſty, for his own ſafety, as well as that of his family, embarked on the 21ſt of December on board the Vanguard, and ſailed to Palermo, in Sicily. The weather was ſo extremely tempeſtuous, that the Vanguard narrowly eſcaped ſhipwreck. Prince Albert, the youngeſt ſon of their Sicilian Majeſties, died on the paſſage through exceſſive ſickneſs and fatigue.

Previous to the French taking poſſeſſion of Naples, a moſt gallant action was fought off that port by the Herald, a letter of marque belonging to Jerſey, of about 80 tons, mounting ten guns of different calibres, (three, four, and ſix pounders,) manned with 28 men; ſhe was attacked by three French privateers at once, one of which mounted five eighteen pounders; the two others eight four pounders each. Pickſtock, commander of the Herald, after a ſhort, but animated addreſs to his ſhip's company, began a moſt furious engagement; it laſted upwards of three hours, when the Frenchmen ſheered off, much ſhattered, with the loſs of 32 men killed and wounded.

During the night of the ſame day, a felucca, with 22 men, ſuddenly appeared alongſide of the Jerſeyman, determined to board him; but a well-directed broadſide from the Herald ſent them all to the bottom.

On Pickſtock's arrival at Naples, he received the higheſt marks of attention and reſpect from all ranks, for his ſpirited behaviour.

behaviour. Prince Auguſtus (of England) honoured him twice with an invitation to breakfaſt, and preſented him with a hanger of conſiderable value, marked with the initials of his Royal Highneſs's name A. F. Mr. Veers, a gentleman of his ſuite, preſented Pickſtock with a pair of piſtols; he was alſo received by Sir William Hamilton, the Britiſh Envoy, with great attention. The Engliſh merchants preſented the crew of the Herald (none of whom were either killed or wounded) with 200 dollars, as a reward for their gallantry. A. D. 1793

Four of his Majeſty's ſhips were loſt this year in the Mediterranean. The Hamadryad, of 36 guns, Captain Thomas Elphinſton, in the bay of Algiers; the Lively, of 32 guns, Captain J. N. Morris, at Rota Point, near Cadiz; the Aigle, of 38 guns, Captain Charles Tyler, on the coaſt of Barbary; and the Kingsfiſher, of 16 guns, Captain C. H. Pierrepont, on the bar of Liſbon. All the crews were ſaved.

NORTH AMERICA AND NEWFOUNDLAND.*

The ſquadrons on theſe ſtations were actively employed by the commanders in chief in the protection of the trade: nothing of any importance occurred. A few of the enemy's ſmall privateers were taken.

The Rover ſloop of war, Captain George Irwin, in the month of , was loſt in a gale of wind in the Gulf of St. Lawrence; but the crew were ſaved.

On the 25th of May, the De Braak, of 14 guns, Captain James Drew, working into the Delaware river, upſet in a heavy ſquall of wind, by which melancholy accident the captain and 34 of the crew periſhed.

On the 21ſt of June, the Princeſs Royal packet, with the mail on board for New York, commanded by Capt. J. Skinner, fell in with a French privateer brig, which ſhe engaged with great gallantry for two hours, when it being calm, the privateer got out her ſweeps and made off. The Princeſs Royal had only ſix guns mounted, and forty-nine people on board, including paſſengers and boys, the firſt of whom plied the ſmall arms with much effect. It appeared afterwards from ſome American and Britiſh pri-

* Appendix, Chap. II. No. 369.

ſoners

A. D. 1798 foners who were on board the privateer during the action, that ſhe was called L'Avanture, of Bourdeaux, mounting 14 long four pounders, and two twelve pounders, with 85 men on board, of whom two were killed, and four wounded. The privateer was ſo much diſabled in her hull, maſts, and rigging, that ſhe was obliged to return to Bourdeaux.

In conſequence of Captain Loring, in the Carnatic, having ſtopped and ſearched an American veſſel of war off the Havannah for Britiſh ſailors, the Preſident of the United States ordered the following circular letter to be iſſued.

SIR,

" It is the poſitive command of the Preſident, that in no " pretence whatever, you permit the public veſſel of war " under your command to be detained or ſearched, nor any " of the officers or men belonging to her to be taken " from her by the ſhips or veſſels of any foreign nation, ſo " long as you are in a capacity to repel ſuch outrage on the " honour of the American flag. If force ſhould be exerted " to compel your ſubmiſſion, you are to reſiſt that force to " the utmoſt of your power; and when overpowered by " ſuperior force, you are to ſtrike your flag, and thus yield " your veſſel as well as your men, but never your men " without your veſſel.

" You will remember, however, that your demeanour " be reſpectful and friendly to the veſſels and people of all " nations in amity with the United States; and that you " avoid as carefully the commiſſion of, as the ſubmiſſion to " inſult or injury.

" I have the honour to be your obedient ſervant,

" BENJAMIN STODDART.

" Given at the Navy Department, Dec. 29, 1798."

" *To the Commanders of*
" *Armed Veſſels in*
" *the Service of the*
" *United States.*

And the Preſident of the United States on the 7th of January, 1800, after communicating to the Congreſs an account of the naval tranſactions off the Havannah, thus cloſes his meſſage:—" It is but juſtice to ſay, that this is the firſt inſtance of miſbehaviour of any of the Britiſh officers towards our veſſels of war that has come to my knowledge. According to all the repreſentations I have ſeen,

ſeen, the flag of the United States, and the officers and men, have been treated by the civil and military authority of the Britiſh nation in Nova Scotia, the Weſt-India iſlands, and on the ocean, with uniform civility, politeneſs, and friendſhip. I have no doubt but that this firſt inſtance of miſconduct will be readily corrected." A.D. 1798

LEEWARD ISLANDS.*

On the 3d of January, the George armed ſloop of ſix guns and 40 men, commanded by Lieutenant M. Mackay, on her paſſage from Demerara to Martinico, was attacked and captured, after a moſt gallant reſiſtance, by two Spaniſh privateers; the one a cutter of 12 guns, and 109 men; and the other a ſchooner of ſix guns, and 68 men. The George had eight men killed, and 16 wounded; among the latter Lieutenant Mackay. The enemy had 32 killed, and ſeveral wounded.

On the 13th, an unfortunate circumſtance occurred at Engliſh Harbour, Antigua, in conſequence of Lieutenant Charles Peterſon, of the Perdrix, having diſobeyed the orders of Lord Camelford, acting captain of the Favorite ſloop of war, and then commanding officer in Engliſh Harbour, in the abſence of Captain Fahir, who was at St. Kitts on leave. The alarm guns having been fired, Lord Camelford ſent an order to Lieutenant Peterſon to hold the Perdrix's ſhip's company in readineſs to act, and to keep a vigilant look out at the entrance of the harbour, which order he thought proper to diſobey; alledging, that notwithſtanding the abſence of Captain Fahir, he did not conſider Lord Camelford authoriſed to iſſue ſuch order, he being a ſenior lieutenant; many meſſages and much altercation paſſed, without being able to convince Mr. Peterſon of the impropriety of his conduct; who, to enforce his diſobedience, directed the Perdrix's people to arm themſelves, and having drawn them up in the dock yard, placed himſelf at their head, with orders to load with ball cartridge, and fix their bayonets. Lord Camelford finding it was neceſſary to adopt the moſt deciſive and prompt meaſures to check this violent and mutinous proceeding, had ordered a party of marines from the Favorite to be landed; and, taking a piſtol from Lieutenant Milward, of that ſhip, went up to

* Appendix, Chap. II. No. 310.

Mr.

A.D. 1796. Mr. Peterſon, and demanded whether he ſtill perſiſted refuſing to obey his orders? To which he replied, "I do, Sir." Lord Camelford put the piſtol to his breaſt, and inſtantly ſhot him; ſaying to the Perdrix's people, that he had ſhot Mr. Peterſon for mutiny. The crews of both ſhips retired peaceably: and the next day, on the arrival of the Matilda and Beaver, Lord Camelford delivered himſelf up to Captain Murray, who ordered the Beaver to convey him to Rear Admiral Harvey at Martinico.

On the 24th a court-martial was aſſembled and held on board the Invincible, to try Lord Camelford for the death of Lieutenant Peterſon. The Court was compoſed of the following members, viz.

President,
Captain William Cayley,

Jemmet Mainwaring,	Charles Ekins,
Richard Browne,	Alex. S. Burrowes.

On the 25th the Court having heard the whole of the evidence adduced on the occaſion, and what the priſoner had to offer in his defence; and maturely and deliberately weighed and conſidered the ſame; and being fully ſenſible of the neceſſity of prompt meaſures in caſes of mutiny, are unanimouſly of opinion, that the very extraordinary and manifeſt diſobedience of Lieutenant Peterſon, both before, and at the time of his death, to the lawful orders of Lord Camelford, the ſenior officer at Engliſh Harbour at that time; and the violent meaſures taken by Lieutenant Peterſon to reſiſt the ſame, by arming the Perdrix's ſhip's company, were acts of mutiny highly injurious to the diſcipline of his Majeſty's ſervice. The Court do therefore unanimouſly adjudge that the Right Honourable Lord Camelford be honourably acquitted, and he is hereby unanimouſly and honourably acquitted accordingly.*

(Signed) William Cayley,
Jemmet Mainwaring,
Richard Browne,
A. S. Burrowes.

J. G. Briggs,
Notable upon the occaſion.

* [illegible] returned to [illegible] given to Captain [illegible]

On

On the 16th of January in the morning, Captain Mainwaring, in the Babet, being between the iſlands of Martinico and Dominico, obſerved a ſchooner ſtanding towards him, which, on her nearer approach, finding that the Babet was a ſhip of war, hauled from her; the wind at this time dying away, ſhe was obliged to have recourſe to her ſweeps. As the ſhip could not purſue her, Lieutenant Pym volunteered his ſervices to attack her with the boats; Captain Mainwaring having an high opinion of this officer's reſolution and good conduct, conſented to his propoſal. The launch and pinnace were accordingly diſpatched in purſuit of the ſchooner, which by this time had got to ſuch a diſtance, that it was four hours before they arrived within cannon ſhot of her, when ſhe opened, and kept up an inceſſant fire, in ſpite of which, the boats pulled up alongſide, and boarded her with the greateſt reſolution; and after a deſperate reſiſtance, they carried her, with the loſs of only one man killed and five wounded. The enemy proved to be La Defirée, of ſix guns and 46 men, three of whom were killed, and 15 badly wounded. A.D. 1798

On the 17th of April, the Recovery ſchooner, of 10 guns, commanded by Lieutenant W. Roſs, captured, after a ſmart action of fifty minutes, La Revanche French privateer ſchooner of 12 guns, and 54 men, of whom three were killed, and nine wounded. The Recovery had none killed or wounded.

On the 7th of May Captain E. S. Dickſon, in La Victorieuſe of 14 guns, convoying the trade from Trinidad to St. Kitts, was attacked by two French privateers, which attempted to carry La Victorieuſe by boarding; the one, a ſchooner of 12 guns, and 80 men; the other, a ſloop of ſix guns, and 50 men. The laſt was ſoon obliged to ſurrender, with the loſs of four men killed and four wounded. She proved to be La Brutus. Captain Dickſon not thinking it prudent to leave his convoy to go in purſuit of the ſchooner, ſhe effected her eſcape, but not without being conſiderably damaged.

On the 3d of December, Captain Dickſon, in La Victorieuſe, in company with the Zephir, and about 40 of the Royal Rangers, under the command of Major Lauriel, deſtroyed a ſmall fort at Rio Caribe, on the iſland of Margueritta: at four o'clock the ſame afternoon he ſtood down to Gurcepano, and ſent in a flag of truce to the commandant

A. D. 1798 mandant to ſay, that he ſhould take out of the harbour a French privateer which he ſaw at anchor there. The commandant returned for anſwer, that he was determined to protect her from the forts. Upon which Captain Dickſon ordered Major Lauriel to land with the troops, reinforced by about 30 ſeamen from the ſloops, which covered their landing, and attacked the forts in front whilſt the party on ſhore formed and carried both of them in about fifteen minutes, with the loſs of only two men killed, and two wounded. Theſe forts were defended by 200 men, who fled upon the approach of the Britiſh, after a feeble reſiſtance. Captain Dickſon deſtroyed the forts, took off the guns and ammunition, and brought the privateer off, mounting ſix guns and 80 men. Captain Dickſon alſo deſtroyed a Dutch privateer of two guns, and 13 men.*

On the 1ſt of October, the Amelia and Eleanor, R. Spiers, maſter, on her paſſage from the coaſt of Africa to the Weſt-Indies with ſlaves, was attacked by a French privateer of 18 guns, which, after a ſevere action of three hours and a half, ſhe beat off. The Amelia and Eleanor put into Barbadoes with the loſs of her fore-maſt and bowſprit, four of his people badly wounded; one ſlave killed and four wounded.

On the 11th, the King William of Liverpool, T. Bent, maſter, with only fifteen effective men on board, alſo from Africa with ſlaves, about ſixty leagues from Barbadoes; after a gallant reſiſtance beat off a French privateer of 16 guns, and 170 men. The King William was a perfect wreck, having received 602 ſhots, the rigging and ſails cut to pieces, one of her crew killed, and four wounded; eight ſlaves were wounded below, two mortally.

JAMAICA.†

The ſquadron under the command of Sir Hyde Parker, was ſtationed with ſuch judgment, that ſcarcely a privateer or any other veſſels of the enemy could eſcape the activity and vigilance of his cruizers; an aſtoniſhing number were captured, with ſome valuable merchantmen.

* The principal inhabitants of Trinidad preſented Captain Dickſon with a ſword valued 100 guineas, as a reward for his activity and diligence, by the protection which he had given to the colony.

† Appendix. Chap. II. No. 37.

On

On the 22d of April, brigadier general the Honourable Thomas Maitland came to the reſolution of evacuating the towns of Port-au-Prince, St. Marc, and Arcahaye, with their dependencies. A flag of truce was accordingly diſpatched to make his intentions known to the republican general Touſſaint L'Overture, with a propoſal for a ſuſpenſion of arms, not to exceed five weeks, and alſo to guarantee the lives and properties of all the inhabitants who choſe to remain. Theſe terms being agreed to, and mutually exchanged and ratified by both parties; the troops, ſtores, and ſuch of the inhabitants as wiſhed to go, were embarked on board the Thunderer, Abergavenny, and other ſhips of war; and on the 9th of May, the above places were delivered up to the French, and general Maitland proceeded to Cape Nichola Mole. A.D. 1798

In the month of June, the Acaſta and Ceres frigates, commanded by Captains Lane and Otway, took and deſtroyed a vaſt number of French and Spaniſh privateers off Porto Rico. Captain Eyre alſo, in the Regulus, was extremely active on the coaſt of the ſame iſland; Lieutenant Good, in the boats of the Regulus, very gallantly cut out of Aguada Bay, three veſſels, and deſtroyed two others; although they were defended by the batteries in the bay, the loſs was only one perſon killed, Mr. T. Finch, the maſter's mate.

On the 4th of September, the Spaniards in great force, appeared off St. George's Key, and from that day till the 15th, made ſeveral ſerious attacks, to land and diſpoſſeſs the Britiſh of their ſettlements in the bay of Honduras, in all of which they were moſt gallantly repulſed, by the determined firmneſs and able conduct of Lieutenant Colonel Barrow, and Captain Moſs of the Merlin ſloop of war, obliging the Spaniards to retreat in great confuſion and with conſiderable loſs. The Britiſh had not a man killed.*

On

SPANISH FORCE

* Fifteen ſail of ſloops and ſchooners, carrying from 12 to 22 guns, including two 24 pounders, and two 18 pounders, each had in the ſtern and prow.

Six armed ſchooners not ſo large as the above.

Eleven tranſports, victuallers, &c. all carrying bow and ſide guns; beſides a great number of large launches, for the purpoſe of landing the troops, &c.

This force was manned by 500 ſeamen, and had on board 2000 troops. The expedition was commanded by Arthur O'Neil, a field-marſhal

A.D 1798 On the 6th of December, the Benſon Letter of Marque, Captain Croſdale, on her paſſage to Jamaica, engaged a French Corvette of 20 nine pounders and 170 men, which ſhe compelled to ſheer off, after a ſmart conteſt of nearly three hours.

CAPE OF GOOD HOPE.*

The ſquadron at the Cape of Good Hope, which chiefly cruized off the Mauritius, and on the coaſt of Madagaſcar, captured a great number of veſſels, and detained ſeveral neutrals, laden in general with naval and military ſtores, ſome of which were condemned.

EAST INDIES.†

Notwithſtanding the activity and vigilance with which the ſhips of war, under Rear Admiral Rainier, cruized, the two Eaſt-India ſhips, the Raymond, Captain Smedley, and the Woodcot, Captain Hannay, were captured in Tellecherry roads on the 20th of April, by La Preciuſe, French Frigate of 40 guns.

The late much lamented Captain Edward Cooke, who commanded Le Sybille, ſtationed for the protection of the trade in the China ſeas, in company with the Fox, Captain Pulteney Malcolm, were particularly active, as will be ſeen by the following narrative, taken from a letter of an officer then on board La Sybille.

"On the 4th of January, we left Macoa, apparently convoying the Europe and country trade; but deſignedly

in the armies of Spain, and captain-general of the Principality of Catalonia. The Campbell's fleet was commanded by Captain Bo[illegible] Ny[illegible]

BRITISH FORCE.

M[illegible], Captain J. E. Mo[illegible]
T[illegible], [illegible] guns, and [illegible] men.
On[illegible], [illegible] guns, and [illegible] men.
T[illegible], [illegible] guns, and [illegible] men.
[illegible]
[illegible]

* Appointed Captain H. Newcome.

† Appointed Captain H. Newcome.

on a cruize, to reconnoitre the Spaniſh force in the Phi- A.D.
lipines, and, if poſſible, cut out from under the batteries 1798
of Manilla, the Rey Carlos, of 800 tons, belonging to the Spaniſh company, and the Marqueſetta, an Amoy trader, reported to have on board 500,000 dollars; to attack all their armed dependencies, and annoy them as much as poſſible as we paſſed through the Archipelago.

" On the 11th of January, we made Lucania, run along the ſhore, and on the 12th captured a coaſter; took out of her only the caſh, 4000 dollars, then liberated the veſſel and people, deſiring they would proceed on their voyage, and apprehend no further moleſtation. Next day we ſaw, and could have taken, ſeveral veſſels of the ſame deſcription, and, it is doubtleſs, equally valuable; but, prudence which ſeems to guide all our operations, would admit no hazard to the grand object for a trivial conſideration; hence this part of the cruize is not ſo brilliant in number of prizes, nor ſo lucrative as ſome people would have made it; but I think it highly honourable and praiſeworthy, particularly as Captain Cooke ſeemed to feel much the diſtreſs that might accrue to individuals, to whom the caſh and veſſels were conſigned; although they were ſubjects, and under the banner of our enemies; his lenity is only equalled by good manœuvres; and I reſpect him for his feelings, as much as his bravery.

" On the 13th in the evening, we entered the bay of Manilla, paſſing their ſignal-houſe, or corrigidore, as French frigates, and anchored as neceſſity made expedient. Next day ſtood towards Manilla town; and by well conceived, and well conducted manœuvres, captured the following veſſels belonging to his Catholic Majeſty, without hurting a ſingle man on either ſide.

A gun-boat, No. 31, carrying one 32 pounder, 4 ſwivels, 30 oars, 52 officers and men.

A gun-boat, No. 33, carrying one 24 pounder, 4 ſwivels, 28 oars, 50 officers and men.

A gun-boat, No. 34, carrying one 24 pounder, 4 ſwivels, 30 oars, 50 officers and men.

A guard-boat, rowing 12 oars, with 15 officers and men.

A felucca, rowing 20 oars, with 23 officers and men.

Admiral Don Martin Alaba's barge, rowing 20 oars, with 23 officers and men.

A.D 1798 A government felucca, rowing 18 oars, with 21 officers and men.

In all--7 boats, about 232 men, 3 great guns, 12 fwivels, 27 muſkets, 32 cutlaſſes, 18 half pikes, 13 piſtols, 153 round ſhot, 137 grape ſhot, and 100 ſhells.

"This was performed in broad day light, between 11 and 3 o'clock, in view of all the people of Manilla and Cavita, and managed with admirable addreſs. The guard boat came firſt, with the 2d captain of their frigate, Maria de Cabega. The ſecond boat was Admiral Alaba's barge, with the governor's nephew. The third boat, a felucca, with one of Alaba's aid-de-camps, bringing compliments of congratulation on our arrival; and information that all we could wiſh, or want, would be ready for us; and that boats were getting ready, with anchors and cables, to aſſiſt us into their ports. Theſe officers were ſo completely deceived, and entertained for an hour and a half, that they had no ſuſpicions they were on board an Engliſh ſhip, and therefore opened their hearts freely on every ſubject. While this was tranſacting in the cabin, the boats crews were handed into the ſhip, and our ſailors changed clothes with their boatmen, and then rowed up in their boats, in company with our own, and boarded and carried all the gun-boats that were out of the river. The people in the gun-boats finding it impoſſible to reſiſt the impetuoſity of our boarders, ſurrendered immediately. This being perceived, and thought rather unaccountable on ſhore; the fourth boat was diſpatched with the captain of the port, for a categorical anſwer, why the boats were detained, and to ſay, that if they were not immediately ſent on ſhore, they ſhould conceive us to be enemies. This officer and his crew were handed into the ſhip, and then they were all entertained with dinner, and their boats crews with freſh China beef and grog; in this manner we paſſed an interval of vexatious calm, that left no alternative, but this amuſement. After this, we had an unſucceſsful breeze, that accelerated diſcovery, and prevented all further attempts in the bay. From theſe officers we aſcertained the Rey Carlos was in the Cavita, and moſt likely a-ground there, and that the Marqueſetta had relanded her money again, on the appearance of a ſuſpicious ſhip appearing off the iſlands (which was ſuppoſed to be the Reſiſtance). Hence the moſt lucrative part of this enterprize was fruſtrated, but

but the other was completely accompliſhed, that is, correct information of their naval force; viz. Europa, 74 guns; San Pedro, of 74 guns: Montaneger, of 74 guns; Maria de Cabega, of 36 guns; and Lucia, of 36 guns, all under equipment at the Arſenal; but at that time nearly ready; with a number of gun-boats, all new and coppered, and apparently very well appointed for the intended purpoſe. A. D. 1798

"Had the wind been propitious, that we could have kept incog. a little longer. I am induced to believe we could have burnt not only their ſhips of war, but the Arſenal, on the night of the 14th of January; in ſhort, it is impoſſible to ſay what might not have been done, if we could have effected a nocturnal approach. By 4 o'clock in the afternoon we were diſcovered to be enemies, ſo as to cauſe general alarm round the bay. It was then time to be off, and to execute plans laid further to the ſouthward; and, if poſſible, precede information that we were among the iſlands. The kind uſage to the priſoners while on board, and giving them the guard-boat, barge and feluccas to return on ſhore in, without even obliging their officers to give their paroles, muſt afford them, and the natives in particular, an high idea of Britiſh generoſity, and at the ſame time poſitive contradiction to the doctrine of their prieſts and alcaldies, who have taught them to believe the Engliſh to be a very barbarous enemy.

"At this ſeaſon of the year, in the ſuppoſed ſecurity the Spaniards thought themſelves from the moonſoons, a very few more ſuch ſhips and men, would have taken the place with eaſe.

"On the 15th of January, we left the bay, in company with the three prize gun-boats, one of which was unfortunately loſt on the night of the 19th, in a hard ſquall; it is ſuppoſed ſhe filled and foundered—there were in her, Lieutenant Rutherford of the Fox, and Mr. Nicholſon midſhipman, from the ſame ſhip, and eleven ſeamen. From hence we coaſted Mindora, Penay, Negros, and Majindanas, without meeting any thing worthy attention, until the 23d, when we arrived off Samboangon; when we were determined to attack the Spaniards, and anchored accordingly off their fort at a quarter paſt one o'clock, and found them vigilantly upon their guard, ready to repel all our efforts; as ſoon as the ſhips and gun-boats were placed, a ſmart cannonading was kept up on them, which

A D. 1798 they returned in a well directed fire upon us. At three o'clock, finding our ſhot had done their fortifications very little hurt; the landing party was ordered into the boats, to attempt carrying the place by ſtorm and eſcalade; on approaching the ſhore, the enemy were perceived in ſuch numbers, and ſo well armed to conteſt the landing, and others in ambuſh, ready to annoy and cut off the retreat, that it was judged imprudent to hazard the attempt; the boats were therefore recalled, the cables cut, and the enterprize given up as impracticable with our little force. In the two hours we engaged the fort, Mr. Standings, maſter of the Sybille, was killed, and one marine; and another wounded; on board the Fox there were four killed, one midſhipman, and 16 ſeamen and marines wounded."

"The ſhips continued at anchor within three miles of this place, repairing the damages they had received until the 26th, when Captain Cooke proceeded to China, to be ready to convoy the India ſhips, firſt ſtopping at Pollock harbour to complete his water; here he unfortunately loſt twelve of his men, who were attacked by the armed Klano's from ambuſh, among the mangroves, two were killed, and the reſt were carried off. Every effort to recover them was made without ſucceſs; Captain Cooke ordered their deſerted village to be burnt, and on the 9th of February, ſailed for China, where he arrived on the 3d of March."

On the 5th of April, the Princeſs Amelia, Captain Ramſden, caught fire by ſome accident off Enore, and was entirely conſumed, notwithſtanding every exertion was uſed by the crew to extinguiſh it. The number of ſouls on board, including paſſengers, amounted to 189, out of whom periſhed, Mr. Miller, 5th mate, and 39 others.

An account of the loſs of the Crocodile Snow, in the Gulph of Manar, and the miraculous Eſcape of her Crew.

On the 29th, of May, ſhe ſailed from Trincomalé, bound to Madras, on the 11th of June, juſt as they opened the Gulph of Manar, it came on to blow hard from the ſouthward, with a tremendous croſs ſea, which obliged them to lay before the wind under an eaſy ſail, until day light, when the leaks gained on the pumps. The crew and paſſengers continued to bail and pump till half paſt ſeven; but without effect, it was then determined to aban-

don

from the veſſel, for which purpoſe the long-boat that was towing a-ſtern, was hauled up, and 36 of the crew jumped into her; at this inſtant a ſea ſtruck the veſſel, and threw her on her beam-ends, by which unfortunate accident they were unable to procure any proviſions. A. D. 1798

In this ſituation they continued for four days and a half, without a morſel to eat, when they fortunately reached Montapilly. Mr. Coutts and four children, three native women and a child, from Cochin; with Mrs. Walters and two children, from Point de Galle, were drowned in the Snow.

On the 24th of July, the Reſiſtance of 44 guns, commanded by Captain Edward Pakenham, was by ſome unknown accident, blown up in the ſtraits of Banca; that valuable and excellent officer, with the whole of the crew (excepting four ſeamen) periſhed.

Thomas Scott, one of the ſeamen ſaved from the Reſiſtance, upon his arrival at Malacca, on the 5th of December, 1798, related on examination, the following account of the loſs of the above unfortunate ſhip, to the beſt of his recollection; together with his own and comrades ſufferings and diſtreſſes to the time of their releaſe.

"That he formerly belonged to the Cheſterfield South-ſea whaler, from which he remained at Timor Befar for three years, in the Dutch ſervice, till the capture of that place, when he entered on board the Reſiſtance.

"That ſhe met with a heavy gale of wind, in the month of December, 1797, which continued for four days unabated; and in which ſhe proved ſo leaky, that her chain pumps were kept conſtantly at work night and day; at length, in order to lighten her, they were obliged to throw a number of her upper deck guns overboard. She then bore away for the Philippines, intending, as he believes, afterwards to ſail for Malacca. Being in want of wood, water, and proviſions, Captain Pakenham tried the expedient of hoiſting Spaniſh colours, as he cruized along ſhore, till he came to an anchor nearly within reach of the guns of Antego. The deputy-governor of this town, and the captain of a Spaniſh brig then lying at anchor in the bay, accordingly came off to them; but diſcovering their miſtake, when too late, upon endeavouring to eſcape, were ſoon brought back and put on board by a boat from the Reſiſtance. Upon their aſſurances that they would do their

A.D. 1798 utmoſt to have the wants of Captain Pakenham amply ſupplied, he generouſly ſuffered them to return the ſame evening to the ſhore. No part, however, of theſe fair promiſes being fulfilled, nor the likelihood of it, at five o'clock the next evening, Captain Pakenham ſent his third lieutenant, Mr. Cuthbert, in the cutter, and an armed party, to cut out the Spaniſh brig; in which attempt they ſucceeded, though fired upon ſmartly by the guns of the fort, within range of which ſhe had anchored. Scott remembers this event to have happened on Chriſtmas day.

"The Reſiſtance and her prize ſailed from thence immediately after, for Balambangan, at which place they arrived in a few days. Having wooded and watered there, and procured a partial ſupply of rice as well as live ſtock; the ſhip continuing leaky, with blowing weather, Captain Pakenham and the prize ſet ſail from this place for the Celebes, and arrived in about eighteen days at Limby, near Munadoo, on that iſland. The ſame evening that he anchored here he diſpatched the brig to Amboyna, to ſignify his diſtreſs for ſupplies; in conſequence of which the Bombay frigate was ſent off from thence, on the arrival of the brig, to his relief. After ſtaying a week or more at Limby, and having with ſome difficulty collected what he could provide for the remaining part of the voyage to Amboyna, he weighed anchor and ſailed for that place, falling in with the Bombay frigate and the ſupplies ſent him on board her in ſeven days after off the iſland of Booroo.

"Having arrived at Amboyna, and remained there about two months repairing and refitting, the Reſiſtance ſailed to Booroo, where refreſhments and ſtock, as well as wood and water, were more abundantly and conveniently to be procured than at the former place. From Booroo ſhe departed for Banda about a fortnight after, but ſpringing a leak off Amboyna, was obliged to put back again to the former iſland.

"Early in July ſhe ſailed from thence again, and running cloſe along the ſhore of Java, took a Dutch brig off the town of Sourabaya, which, being in ballaſt and of little value, was releaſed the ſame night. The Reſiſtance next ſteered her courſe for the Straits of Banca, which having made in about five days, ſhe there fell in with a fleet of about fourteen pirate proas at anchor under the land of Banca, each capable of containing fifty or ſixty men. In order to board

board and examine one of the largeſt of theſe, Captain Pa- A.D.
kenham manned three of his boats; but the Malays, in the 1798
prow, for ſome time refuſed permiſſion to Lieutenants Cuthbert and Mackay to come on board of them. As theſe officers, however, perſiſted in accompliſhing their orders, the Malays at length ſuffered it without oppoſition, but it was found impoſſible to effect their purpoſe of ſearching them for Dutch property and papers; for ſuch was the ferment among the Malays on board, that to avoid the conſequences, with which they were threatened for inſiſting on this examination, they were obliged to inſure their ſafety by a haſty retreat over the ſide and return to their own ſhip. Captain Pakenham reſented this conduct by the diſcharge of ſome of his twelve pounders, which ſoon diſperſed the pirates, and ſent them into ſhoal water under the land.

" Having weighed anchor about nine o'clock the next morning, and cut out a Malay ſloop that had been captured by the pirates on her way from Batavia, and was left at her anchors when they deſerted her the preceding night; Captain Pakenham proceeded with her on his voyage down the Straits. As the ſloop was preſumed to be Dutch property, the papers belonging to which her Malay captain was ſuſpected of having deſtroyed, and if condemned would have been of ſome value, being laden with cloth, ſalt, and other merchandize, ſhe was detained till the evening after the ſecond day from her re-capture, when it was intended that her commander (ſtill on board the Reſiſtance) ſhould be reſtored to his veſſel, and herſelf releaſed. With a view to this, the Reſiſtance came to an anchor in the Straits of Banca, at an early hour in the evening on the 23d of July, as the ſloop had at that time fallen ſo much aſtern as to be entirely out of ſight; and the latter joined about one o'clock the next morning, and dropped anchor under the ſtern of the Reſiſtance.

" The officer of the deck, Lieutenant Cuthbert, hailed the ſloop in order to put her commander on board; but not being heard, reconciled the Malay captain to this ſhort further detention, by the aſſurance that he ſhould depart for his veſſel with the morning's dawn: a dawn, alas! neither was to ſee. For Scott, the narrator, ſleeping on the lar board ſide of the quarter-deck, (as it was ſo fine a night that he did not with to retire to his birth below) was ſud-

denly

A. D. denly awakened by a fierce blaze, that ſeized his clothes
1798 and hair, ſucceeded in an inſtant by a tremendous exploſion, from the ſhock of which, he conjectures, he became utterly ſenſeleſs for five minutes or more.

"He computes this dreadful accident to have taken place about four o'clock in the morning, 24th of July, 1798, from the day appearing about an hour after he was blown up; but how it did or could happen, circumſtanced as the ſhip then was, he profeſſes himſelf totally unable to offer an opinion, or hazard a conjecture.

"When he recovered a little, he found himſelf half ſuffocated with water, floating and ſtruggling, with twelve others in the ſame ſituation, the ſmall remainder of the fine ſhip's company to which they had juſt belonged. He made ſhift, with theſe, to reach the netting of the ſhip on the ſtarboard ſide, which juſt remained above the water.

"At the dawn of the day the people belonging to the ſloop, then not out of hail aſtern, who muſt eaſily have diſcovered the condition of the wreck, and heard the repeated ſhouts of the wretched beings who were clinging to it, callous to every impulſe of humanity, after the diſcharge of a ſingle muſket, having weighed anchor, ſtood over, without regarding their ſituation, to the iſland of Borea. The weather continuing mild and the water ſmooth, they ſet to work about eleven o'clock in the forenoon, to make a raft of ſuch pieces of timber as they were able to pick up around them: they were fortunately enabled to accompliſh this by means of the main-yard, which, lying alongſide the wreck, furniſhed them with ropes ſufficient for laſhings, it alſo gave them cloth for ſail, which they fixed to the maſt of the jolly-boat, and they completed their taſk by making a platform upon it of ſuch planks as they could find.

"From the ſhock and ſevere ſcorching that one and all of the ſurvivors had experienced, they were unable to accompliſh their work before one o'clock P.M. in fact, four or five only of the number were left in any circumſtance to bear a part in it, the united labour of whom was very inſufficient to ſecure, as it ought, the raft they had thus contrived. The ſolicitude they muſt have felt in their diſtreſsful condition, to reach the ſhore before night, was conſiderably augmented by the circumſtance that the piece of the wreck on which they clung would only bear the weight

of

of two of the moſt ſhattered amongſt them, (James Sulli- A.D.
van and Robert Pulloyne, ſeamen,) and whom the com- 1798
paſſion of their comrades had agreed accordingly, to give the preference to, by mounting them upon it; a ſingle pumpkin being, at the ſame time, the amount of all the ſuſtenance the whole party had to depend on.

"Having committed themſelves to this raft, they made ſail for the neareſt ſhore, which was the low land of Sumatra, diſtant about three leagues, and ſix leagues to the ſouthward of the Dutch ſettlement of Palambang. About ſeven o'clock it came on to blow freſh, and the ſea ran high, with a ſtrong current then ſetting againſt them. They were yet a conſiderable diſtance from the land, when the laſhings of their raft began to give way, and itſelf to part. Not only every plank of the platform was preſently waſhed off; but, to complete the miſery of their ſituation, their maſt and ſail were carried away. But reſource, not deſpair, is the character of a Britiſh ſeaman. Seeing an anchor ſtock, which had been lately a part of the raft, and which promiſed more ſecurity to thoſe who might be able to reach it, floating a conſiderable way from them, T. Scott, being the ſtouteſt of the party, reſolved to ſwim after it, and encouraging Quarter-maſter Alexander M'Carthy, John Nutton, and Joſeph Scott, ſeamen, to follow his example, they all four brought it in ſafety.

"It was, at this time, one o'clock A.M. and clear moonlight, eight poor ſouls ſtill remained by the raft, (Pulloyne being dead) who ſeeing this part of their number, from whoſe exertions alone a ray of hope appeared, thus conſult their own ſafety by the only poſſible chance for it, bewailed their ſeparation bitterly.

"The adventurers on the anchor-ſtock loſt ſight in another hour of the forlorn companions of their diſtreſs, and never heard or ſaw them more.

"By means of two ſpars, laſhed acroſs to keep the ſtock from rolling, they continued to be borne in ſafety upon it till about nine o'clock next morning, when the current, changing again, ſet them faſt towards the land; under the lee of which, though they had been driven out further to ſea than they were when they left the wreck they fortunately arrived, with the help of a paddle, about nine o'clock the ſame night (25th). Some ſurf running along the ſhore, they found it a matter of no leſs difficulty, [illegible]
their

A.D. 1798 their exhauſted and weakly ſtate, after ... betaking themſelves to ſwimming, to reach the bea

"Having thus providentially eſcaped their eſcape from the dangers of the deep, others no leſs formidable ſtared them in the face upon this defart coaſt; or a coaſt, if not defert, preſſed only by the footſteps of men ſcarce leſs ſavage than the wild beaſts that roam its adjoining thickets. The firſt care of the ſeamen, after their fatigues and ſufferings, was to gather leaves and dry graſs, with which they made themſelves a bed, whereon to repoſe. On this they ſlept ſound till morning, when, awakened by the call of thirſt, they went to look for water, which they found at hand; but no manner of refreſhment could they diſcover beſides, not even a ſingle ſhell-fiſh.

"In this deplorable condition, and almoſt naked, (a ſingle jacket and a couple of ſhirts being their whole ſtock of clothes) they remained ſtarving till about four o'clock the ſame afternoon, (26th) being a term of three whole nights and two days, from the time of their being blown up; when ſtraggling along the ſhore, and almoſt in utter deſpair of all human ſuccour, one of the party diſcovered a Malay prow, lying in a bight, hardly a quarter of a mile from them. Upon this they conſulted what was beſt to be done; and it was reſolved that T. Scott, being able to talk the Dutch and Malay tongues fluently, ſhould approach it ſingly, while the reſt kept out of ſight. And well it was for them that ſuch was the plan and precaution they obſerved; for, had they all advanced together, unarmed and defenceleſs as they were, it is almoſt a moral certainty that not a life would have been ſpared. On a nearer approach he preſently diſcovered four more pirate prows with the firſt, ſome of the people belonging to which were at work on the ſhore, repairing a boat. On perceiving Scott, their head man immediately made towards him with an uplifted axe in his hand; upon a loud ſhout by whom, a crowd followed, equally determined to put him to death. But falling upon his knees, and ſupplicating for mercy in their own tongue, the chief relented, and forbade any of his people to do their priſoner harm. They aſked him earneſtly what countryman he was? From whence he came? and what he wanted among them? He replied, he was an unfortunate Engliſhman, one of a ſmall remainder that ſurvived the accident which had lately befallen his ſhip. They repeated the queſtion,

queſtion, "whether he was actually an Engliſhman," and charged him, if a man of the Dutch nation belonged to the number ſaved, that he ſhould diſcover him to them at his peril. Being anſwered in the negative, the chief, (or rajah as they ſtyled him) enquired particularly whether their captain ſurvived? In which caſe he would undertake himſelf to convey them all ſafe to Malacca; but his people, as well as the Malay chief himſelf, vowed that if the party that accident had thus put into their hands had been Dutch, no conſideration ſhould have induced them to ſhew quarter to a ſingle man. A.D. 1798

"Some of the pirates were now directed to where the ſeamen were, who preſently returned with them, trembling under the moſt alarming apprehenſions that they ſhould be maſſacred as they conceived Scott had already been; for they had ſeen the latter ſurrounded by an angry and threatening crowd, themſelves being then undiſcovered.

"On their arrival all four were made to ſit down till they fully ſatisfied their curioſity, by aſking a thouſand queſtions relating to the ſhip, and their priſoners. The next ſtep the pirates took, was to divide the captives, each of the Rajahs taking two into his own boat; the quarter-maſter and Hutton into one, the two Scotts into the other.

"It was now paſt ſix o'clock P. M. when the almoſt famiſhed ſeamen at laſt had the wants of nature relieved by a plentiful meal of fiſh and rice, which was ſerved to them in each of the boats.

"The time allowed for this refreſhment being expired, the five prows immediately put off for the Reſiſtance's wreck; but after a vain ſearch for two whole days, they returned without being able to pick up any part of the ſhip or of her contents. Some ſeamens cheſts, containing a few dollars and articles of little value, however, and a few of the bodies, continued to be waſhed aſhore from time to time ſome days after.

"While theſe five prows, which formed a part of a fleet of eighteen or twenty, that were diſtributed along the land, remained cruizing, ſeparately up and down the Straits on the look out for trading craft from China, Java, &c. (which might be about three weeks), the Malays continued to behave ſo well towards their priſoners as to leave them no great cauſe to complain.

Soon

A.D. 1798 Soon after the prows arrived at the iſland of Lingan, where the Engliſhmen were ſeparated, and Thomas Scott, the only one left in the poſſeſſion of the Malays; the Sultan of that iſland having generouſly ranſomed and ſet at liberty the others, who had been fortunately carried to the capital of that iſland. Some time after Scott was releaſed from his captivity, in conſequence of a letter from Major Taylor, commanding at Malacca, requeſting the ſultan's attention and relief to any of the crew of his Majeſty's ſhip which might be found in thoſe parts; and he arrived at Malacca on the 5th of December.

A Liſt of the Officers, Ship's Company, &c. belonging to, or on board his Majeſty's Ship Ruſſiance, when ſhe blew up, as well as Scott can recollect.

Captain Edward Pakenham.
Mr. Houghton, 1ſt lieut.
Mr. Cuthbert, 2d lieut.
Mr. Macky, 3d lieut.
Mr. Powis, ſurgeon.
Mr. Huſt, maſter.
Mr. Roſenhagen, lt. marines
Mr. Mercer, purſer.
Mr. Pike, boatſwain.
Mr. Dawſon, gunner.
Mr. ——, carpenter.
Mr. Hargood, maſter's-mate.
Mr. Walſh, midſhipman.
Mr. Derham, ditto.
Mr. Courtney ditto.
Mr. Wolfe, midſhipman.
Mr. ——, ditto.
Mr. ——, ditto.
Three maſter's-mates.
Mr. Brown, maſter at arms.
Mr. Evans, cockſwain
Mr. ——, ſurgeon's-mate
Sergeant Stevens, marines.
Five quarter-maſters.
Four boatſwain's mates.
About 30 marines and 250 ſeamen.
Three Engliſh women, married on board.
One Malay woman of Amboyna.
Fourteen Spaniſh priſoners, taken in the prize.

A light-houſe has been erected at Madras, by the Exchange Committe. The light is nineteen feet above the level of the ſea, at high water; and can be ſeen above twenty miles at ſea. The ſouthern part of the Pulicat ſhoals bears from the light-houſe N.E. ½ E. about twelve miles. To keep clear of the ſhoal the light ſhould always bear to the weſtward of S.W. ½ W.

On the 1ſt of Auguſt, the honorable Eaſt India Company gave rank to the officers of their marine in India, who, on important occaſions, eſpecially during war, are aſſociated with the military, amd often co-operate with them. A. D. 1748

The commodore to rank with a colonel in the army.

Captains of the larger veſſels of 28 guns and upwards, to rank with lieutenant-colonels in the army.

Firſt lieutenants to rank with captains in the army.

Second lieutenants, with lieutenants in the army.

The ſuperintendant of the marine, in conſideration of the importance of his office, is to be next to the members in council.

The maſter attendant next to the ſuperintendant, and ſit above the commodore.

On the 18th October the Company's cruizer, the Drake, Captain Bond, ſailed from Bombay, with preſents from the merchants to the King of Baba, for his hoſpitality and humane attention to the crew of the Neptune, which had been caſt away on the coaſt of Madagaſcar. The Drake arrived at that iſland towards the end of the month, at which time the King of Baba was a few days journey diſtant. A meſſenger was diſpatched with the information, and an officer ſent in the cutter, up the river, to meet him. On the 7th November the king came down, and received the preſents in the midſt of his nobles, with all the pageantry of a court. It was a long time before he could be made to underſtand the object of the expedition: nor could he then conceal his ſurprize, that the Company ſhould have thought it neceſſary to ſend him a remuneration for exerciſing what he conceived to be the common duties of hoſpitality. More than once he enquired of Captain Bond, "Whether among the "number of thoſe who had ſhared his protection, he had a "relation or friend." Upon receiving an anſwer in the negative, he unaffectedly replied, "Then wherefore have "you come thus far, and taken ſo much trouble." At length he was made ſenſible that the Engliſh owned themſelves indebted to his hoſpitality, and in the preſents which had been delivered, had acknowledged the obligation. Two cuſtoms appeared ſingular and truly laughable at the court of this king: the one of making the throne of the knees of two women, who each bending one knee upon the earth to ſupport themſelves, project the other as a ſeat for his Majeſty,

A.D. 1798 majeſty. The other is the mode in which the king mounted and deſcended the ſides of the ſhip, when he embarked for curioſity on board the Drake, which was always upon the back of one of his lords in waiting.

A moſt liberal ſubſcription was made at Calcutta, for the benefit of the widows and children of the ſeamen and marines, who fell in the battle at Aboukir Bay, on the 1ſt of Auguſt: it amounted to 56,700 ruppees.

1799 Supplies granted for the ſea ſervice,

	l.	*s.*	*d.*
120,000 ſeamen, and 20,000 marines wages - -	2,886,000	0	0
Victuals - -	2,964,000	0	0
Wear and tear, &c. -	4,680,000	0	0
Ordinary - -	399,000	0	0
Ordnance, including half pay -	729,063	6	7
Building and repairs, and extra work,	693,750	0	0
Tranſport ſervice, and priſoners of war in health, -	1,311,200	0	0
Total for ſea ſervice, -	13,654,013	6	7
Total ſupplies for the year, -	44,782,923	3	4½

Flag Officers employed.

Officers.	*Rank.*	*Ships.*	*Guns.*
	Portſmouth,		
Sir P. Parker, Bt.	Ad. of the White,	R. William	84
Auguſt, Mark Milbank, Eſq.	Ad. of the White, - -	ditto	ditto
October, Sir R. Bickerton, Bart.	Rear Ad. of the Blue, -	no particular ſhip	
	Plymouth,		
Sir Richard King, Bt.	Admiral of the Blue, - -	Cambridge	84
April, Sir T. Paiſley, Bart.	Vice Ad. of the Red, -	ditto	
			Downs,

A.D. 1799

Downs,

J. Peyton, Esq. Admiral of the Blue,	Overyssel	64
April, S. Lutwidge, Esq. Vice Ad. of the Red, - -	no particular ship	

Nore,

S. Lutwidge, Esq. Vice Ad. of the Red,	Zealand	64
April, A. Mitchel, Esq. Vice Ad. of the Blue, - -	ditto	
August, A. Græme, Esq. Vice Ad. of the White. - -	ditto	

Cork,

R. Kingsmill, Esq. Admiral of the Blue,	no particular ship	

Channel Fleet,

Lord Bridport, Admiral of the White,	Royal George	110
Sir A. Gardner, Bt. Admiral of the Blue,	R. Sovereign	110
Sir C. Thompson, Bt. Vice Ad. of the Blue, -	Q. Charlotte	110
Lord H. Seymour, Vice Ad. of the Blue,	Sans Pareil	84
*Sir C. Cotton, Bart. Rear Ad. of the Red, - -	Prince	98
*C. Collingwood, Rear Ad. of the White, -	Triumph	74
October, *J. H. Whitshed, Esq. Rear Ad. of the White, -	Temeraire	98
*Hon. G. C. Berkeley, Rear Ad. of the Blue, -	Mars	74
October, *Sir J. B. Warren, Bt. K. B. Rear Ad. of the Blue, -	Renown	74

North Sea,

Lord Duncan, Ad. of the White,	Kent	74
Sir R. Onslow, Bt. Admiral of the Blue,	Monarch	74
A. Dickson, Esq. Vice Ad. of the Red,	Monmouth	64
A. Mitchell, Esq. Vice Ad. of the Blue,	Isis	50

Lisbon and Mediterranean,

Earl of St. Vincent, Ad. of the White,	Ville de Paris	110
Lord Keith, Vice Ad. of the Red,	Foudroyant	80

* Marked thus advanced to the rank of flag officer, in February.

A.D.			
1799	Sir R. Curtis, Bt. Vice Ad. of the White,	Prince,	90
	Sir W. Parker, Bt. Vice Ad. of the White, - -	Prince George	98
	Lord Nelson, Rear Ad. of the Red,	Vanguard	74
	T. L. Frederick, Esq. Rear Ad. of the [illegible] -	Princess Royal	98
	*J. T. Duckworth, Esq. Rear Ad. of the White, -	Leviathan	74
	North America,		
	G. Vandeput, Esq. Ad. of the Blue,	Asia	64
	Newfoundland,		
	Hon. W. Waldgrave, Vice Ad. of the Red, -	Agincourt	64
	Leeward Islands.		
	H. Harvey, Esq. Vice Ad. of the White, -	P. of Wales	98
	Lord H. Seymour, Vice Ad. of the Blue,	Tamer	38
	Jamaica,		
	Sir [illegible] Bart. Ad. of the Blue,	Queen,	98
	R. I[illegible] Esq. Vice Ad. of the - -	Brunswick	74
	Cape of Good Hope,		
	G. Losack, Senior Captain	Jupiter	50
	Sir R. Curtis, Vice Ad. of the White,	Lancaster	64
	East-Indies,		
	P. Rainier, Esq. Vice Ad. of the Blue,	Suffolk	74
	*J. Blankett, Esq. Rear Ad. of the White,	Leopard	50

Admiral Milbank succeeded Sir Peter Parker, who was advanced to the rank of admiral of the fleet, on the death of Earl Howe. Sir Richard Bickerton was appointed in October additional port admiral, and had his flag in Portsmouth harbour on board of no particular ship.

Upon the death of Sir Charles Thompson,† Rear Admi-

* Promoted [illegible] in February.

† [illegible] Captain [illegible] had succeeded [illegible] as [illegible] before it could be [illegible] the [illegible] [illegible] [illegible]

ral Whitſhed hoiſted his flag on board the Queen Charlotte, and ſoon after ſailed to join the Liſbon fleet. In May he returned home in the Barfleur; and in Auguſt had his flag on board the Temeraire in the Channel fleet. A.D. 1799

Lord Hugh Seymour was appointed to the command of the fleet at the Leeward Iſlands, and ſailed in the Tamer frigate; upon Vice Admiral Harvey's return to England in the Concorde, he hoiſted his flag on board the Prince of Wales.

Sir Richard Onſlow having retired from the North Sea fleet, Vice Admiral Dickſon hoiſted his flag on board the Monarch.

Sir Roger Curtis returned to England early in the year, and was afterwards appointed to the command at the Cape of Good Hope, vacant by the death of Sir Hugh Clobery Chriſtian, K. B.

Lord Keith removed his flag from the Foudroyant to the Barfleur, and from thence to the Queen Charlotte, and returned to England in September; he again joined the Mediterranean in November.

Earl St. Vincent returned home, and struck his flag; as did Sir William Parker, and Rear Admiral Frederick.

Lord Nelſon hoiſted his flag on board the Foudroyant from the Vanguard.

Vice Admiral Bligh returned home from the Weſt-Indies, and ſtruck his flag.

Sir John Borlaſe Warren firſt hoiſted his flag on board the Temeraire, and then to the Renown.

On the 14th of February his Majeſty was graciouſly pleaſed to order the following promotion of flag officers.

Sir Chaloner Ogle, Knt.	Admirals of the Blue to be Admirals of the White.
Viſcount Hood,	
Sir Richard Hughes, Bart.	
John Elliot, Eſq.	
Lord Hotham,	
Joſeph Peyton, Eſq.	
John Carter Allen, Eſq.	
Sir Charles Middleton, Bart.	
Sir Richard King, Bart.	
Philip Affleck, Eſq.	
Earl of St. Vincent, K. B.	
Viſcount Duncan.	

A. D. 1709

Richard Braithwaithe, Eſq. Philips Coſby, Eſq. Samuel Cornſith, Eſq. John Briſbane, Eſq. Charles Wolfeley, Eſq. Samuel Cranſton Goodall, Eſq. H. R. H. Duke of Clarence, Sir Richard Onſlow, Bart. Robert Kingsmill, Eſq. Sir George Bowyer, Bart. Sir Hyde Parker, Knt. Benjamin Caldwell, Eſq. Hon. William Cornwallis.	Vice Admirals of the Red to be Admirals of the Blue.
William Allen, Eſq. John Macbride, Eſq. George Vandeput, Eſq. Charles Buckner, Eſq. John Gell, Eſq. William Dickſon, Eſq. Sir Alan Gardner, Bart.	Vice Admirals of the White to be Admirals of the Blue.
Robert Linzee, Eſq. Sir James Wallace, Knt. William Pere Williams, Eſq. Sir James Paſley, Bart. John Symons, Eſq. Sir Thomas Rich, Bart. Sir Charles Thompſon, Bart. James Cumming, Eſq. Sir John Colpoys, K. B. Skeffington Lutwidge, Eſq. Archibald Dickſon, Eſq. George Montagu, Eſq. Thomas Dunnaretq, Eſq. Lord Keith, K. B. James Pigot, Eſq. Hon. William Waldgrave.	Vice Admirals of the Blue to be Vice Admirals of the Red.

Thomas

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Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bt.
Henry Harvey, Esq.
Robert Mann, Esq.
Sir William Parker, Bart.
Ch. H. Everitt Calmady, Esq.
John Bourmaster, Esq.
Sir George Young, Knt.
John Henry, Esq.
Richard Rodney Bligh, Esq.
Alexander Græme, Esq.
George Keppel, Esq.
Samuel Reeve, Esq.

} Rear Admirals of the Red to be Vice Admirals of the White.

Robert Biggs, Esq.
Francis Parry, Esq.
Isaac Prescott, Esq.
John Bazeley, Esq.
Christopher Mason, Esq.
Thomas Spry, Esq.
Sir John Orde, Bt.
William Young, Esq.
James Gambier, Esq.
Andrew Mitchell, Esq.
Charles Chamberlayne, Esq.
Peter Rainier, Esq.
Lord Hugh Seymour.

} Rear Admirals of the White to be Vice Admirals of the Blue.

John Stanhope, Esq.
Christopher Parker, Esq.
Phillip Patton, Esq.
Charles Maurice Pole, Esq.
John Browne, Esq.
John Leigh Douglas, Esq.
William Swiney, Esq.
Charles Edmund Nugent, Esq.
Charles Powell Hamilton, Esq.
Edmund Dod, Esq.
Lord Nelson, K. B.
Thomas Lenox Frederick, Esq.
Sir George Home, Bart.
Sir Charles Cotton, Bart.

} Rear Admirals of the Blue to be Rear Admirals of the Red.

A.D. 1799

Captains.

Matthew Squire,
Roddam Home,
John Thomas.
} To be Rear Admirals of the Red.

James Brine,
John Pakenham,
Sir Erasmus Gower, Knt.
John Halloway,
John Blankett,
George Wilson,
Sir Charles Knowles, Bart.
Hon. Thomas Pakenham,
Robert Deane,
Cuthbert Collingwood,
James Hawkins Whitshed,
Arthur Kempe,
Smith D. Child,
Lord Charles Fitzgerald,
Thomas Taylor,
John Thomas Duckworth.
} To be Rear Admirals of the White.

John Knowles,
John Willet Payne,
Sir Robert Calder, Bart.
James Richard Dacres,
Hon. George Berkeley,
Thomas West,
James Douglas,
Peter Aplin,
Henry Savage,
Bartholomew Samuel Rowley,
Sir Richard Bickerton, Bart.
George Bowen,
Robert Montagu,
John Ferguson,
Edward Edwards,
Sir John Borlase Warren, Bt. and K. B.
} To be Rear Admirals of the Blue.

OCCURRENCES

OCCURRENCES AT AND NEAR HOME.*

A.D. 1799

On the 3d of January, the Woolverine of 12 guns, and 70 men, commanded by Captain Mortlock, failed from the Downs; being the next day off Bologne, fhe difcovered two French luggers, one mounting 16 guns, the other 14, with 140 men each; the weather being thick and foggy, fhe was clofe to them before they faw one another. Captain Mortlock knew if they fufpected the Woolverine to be a fhip of war, they would make off. He therefore put her head towards them and hoifted Danifh colours. The luggers immediately bore down, and came within hail. Being hailed by them, Captain Mortlock anfwered he was from Plymouth, for Copenhagen; referving his fire till they fhould come a-breaft of him. One of the luggers was clofe upon the ftarboard quarter, and had her bowfprit between the mizen chains and the fide of the Woolverine. Captain Mortlock inftantly hoifted Engliih colours, and the action commenced with mufquetry; having lafhed the bowfprit of the lugger himfelf, to one of the iron ftanchions, or mizen chains; in order to prevent her efcape. The other lugger meanwhile fhot a-head, and got on the larboard bow of the Woolverine, running on board of her. In this pofition fhe was boarded by the enemy three times, from both the veffels; but every Frenchman engaged in their attempts, was killed. At one time the crew of the lugger on the larboard bow, made fo defperate an attack, that it required the affiftance of almoft every man in the Woolverine to repulfe them. At the fame time an equally daring effort was made by the lugger on the quarter, and many Frenchmen were actually on board the Woolverine, but were killed by the intrepid gallantry of Captain Mortlock and his brave crew. One Frenchman in particular, was obferved to cheer his men, and force them to come on by beating them with the flat of his fword. This man got on the round-houfe of the Woolverine and gave three cheers to encourage the reft to follow him. He was fuppofed to be the captain of the lugger. Captain Mortlock ran up to difpute with him the poffeffion of his poft. The Frenchman preferred a point to Captain Mortlock's face, which fortunately mifs'd

* Annual Reg. vol. II. No. 374, Fleet employed at home; and No. 392, Chronology, &c.

A.D. 1799 fire. He again cocked his piſtol, but Captain Mortlock plunged his half pike into his body before he could fire, and he fell overboard. The Frenchmen now threw ſome leather bags which were filled with combuſtibles from the lugger into the windows of the Woolverine's cabin, which immediately ſet her on fire. The whole crew were obliged to leave the enemy for the purpoſe of extinguiſhing the flames; of which circumſtance they availed themſelves to diſentangle their veſſels, and made off with all ſail ſet. In this conflict the Woolverine had two men killed and eight wounded; among the latter, her brave commander, who received ſo deſperate a wound from a ſhot that was fired from the enemy, while they were going off, that he died at Portſmouth on the 10th. Captain Mortlock received two or three ſlight wounds previous to the laſt fatal one.

The following is the account which the owners of the above luggers named La Ruſe et Le Furet, gave to the miniſter of marine on their arrival at Boulogne.

Boulogne, January 5th, 1799.

"An event has juſt occurred here, which reminds us of the intrepid exploits of the ancient Buccaneers, and to which too much publicity cannot be given.

"On the 13th of this month (Jan. 2) the luggers Le Ruſſe, Captain Pierre Audibert, and Le Furet, Captain Denis Fourmentin, (one of the four brothers who have ſo often ſignalized themſelves ſince the commencement of the war,) went out of this road in very foggy weather; in about an hour after, they obſerved a veſſel with three maſts and about 600 tons, which, from the make and rigging they ſuppoſed to be a Letter of Marque. Notwithſtanding the great ſuperiority of the enemy, the attack was no ſooner propoſed, than it was reſolved upon. *Cries of vive la Republique!* reſounded on board both luggers at the ſame moment when the order was given to prepare for action.

"The two luggers made ſail towards the enemy, Le Furet came firſt up with her, and upon her being hailed, ſhe hoiſted Daniſh colours; but captain Fourmentin was not long in diſcovering that the pretended Dane was an Engliſh corvette. She received him with a broadſide from her

her 18 pounders, filled with grape ſhot, and a briſk fire of muſquetry. A.D. 1799

" Captain Fourmentin had no reſource left but boarding; grapplings were inſtantly thrown on board the Engliſh veſſel, and a deſperate battle enſued for about 20 minutes. Meanwile Captain Audibert came up and grappled the ſtern of the enemy, at the very moment when le Furet diſabled, and having twenty men killed and wounded, was obliged to give way. They then engaged on both ſides with great fury, and a terrible fire took place, which laſted for about an hour. The French were quite expoſed in a weak veſſel, and were obliged to fire almoſt perpendicular upwards. The Engliſh on the contrary, poured their grape ſhot down upon the lugger, and were ſheltered by high upper works. The fire of the French, however, obliged them to leave the quarter deck, and to rendezvous on the forecaſtle. It was then that believing himſelf about to be taken, the Engliſh captain ordered the Daniſh colours to be pulled down, and the Engliſh to be hoiſted.

" Captain Audibert took this opportunity to attempt boarding. Three of his crew got upon the poop and ſuſtained the fire of 40 or 50 marines from the forecaſtle. The enemy was about to ſurrender, when a cry of fire was ſet up; the wadding and combuſtibles ſhot through the cabin windows had actually ſet fire to it.

" Captain Audibert then thought it prudent to abandon his object, leſt his own veſſel ſhould be blown up with his enemy. He cut the laſhings on the helm, hoiſted his ſails, and returned to port without any attempt on the part of the Engliſh to oppoſe him."

" This action which covers the two captains and their crews with glory, has coſt the lives of a number of republicans. The brave Fourmentin ſurvived this glorious action only ten hours; he had five men killed and fifteen wounded, five of the latter mortally. Captain Audibert has loſt his firſt and ſecond lieutenants, both officers of tried courage; another officer, two ſeamen, and five others are mortally wounded. According to the reports of the crews of both luggers; the Engliſh loſs muſt have been conſiderable."

On the 6th of January, the ſhip Lancaſter, of Lancaſter, Captain Wilſon, was attacked off the Start, by a large French Privateer, mounting 20 guns; which after a ſmart conteſt

A.D. conteſt of two hours, ſheered off to ſtand off; the Lancaſter
1799 put in to Cork much diſabled, with the loſs of one man killed and four wounded.

On the 5th of January, the Apollo of 38 guns, Captain Halkett, was loſt on the coaſt of Holland in chace of a Dutch ſhip; the captain and crew were ſaved by a Pruſſian ſhip which went down to their aſſiſtance. On the 15th, Captain Halkett was tried by a court-martial on board the Monmouth, for the loſs of the above ſhip; and nothing appearing to criminate him in the leaſt, he was acquitted. The pilot, through whole neglect the ſhip was loſt, was broke.

On the 8th of January, a court-martial was held on board his Majeſty's ſhip Andromeda, in the river Medway, on Robert K. Percy, commander of the Louiſa gun-veſſel, on a charge of defrauding ſome ſeamen of their bounty money. The charge being fully proved, the court adjudged him to two years impriſonment in the Marſhalſea, to be mulcted of his pay, and rendered incapable of employment in his Majeſty's ſervice.

On the 16th, Sir Alan Gardner arrived at Spithead, with the ſquadron under his command, from a cruize off Breſt.

On the 17th of January, Sir Charles Thompſon ſailed on a cruize from Spithead with eight ſail of the line.*

On the 16th, Captain George Murray was acquitted by the ſentence of a court-martial, for the loſs of his Majeſty's ſhip the Coloſſus, on the 7th of December laſt, on the Scilly iſlands.

In the ſame month, Lieutenant Jones, of the Senſible frigate, was ſentenced by a court-martial at Portſmouth, to be diſmiſſed his Majeſty's ſervice, rendered incapable of ſerving again as an officer, and mulcted of all his prize money. The charges exhibited againſt him were, that he took 300 men from the fleet at Lisbon, and did not return them to their reſpective ſhips, but leaving the convoy and going into Plymouth with a fair wind to the Channel, inſtead of proceeding to the Downs, and for embezzling [illegible].

On the 31ſt of January, Lieutenant Morſ[illegible]court was tried by a court-martial held on board the Gladiator in

* [illegible], Chap. II. No. 571.

Portſmouth

Portſmouth harbour, and ſentenced to be reprimanded; the charge of inattention while cruizing on the coaſt of France, by which the Arethuſa got on ſhore, being proved. A.D. 1799

On the 1ſt of February, the Proſerpine frigate, commanded by Captain James Wallis, having on board the Hon. Mr. Grenville and ſuite, on his way to Berlin, was unfortunately loſt in the river Elbe. The following is the official account given by Captain Wallis to Vice Admiral Dickſon.

"*Newark Iſland, Feb.* 18, 1799.

"SIR,

"It is with infinite concern I am to inform you of the loſs of his Majeſty's ſhip Proſerpine, late under my command, in the river Elbe, on Friday morning the 1ſt inſtant, having ſailed from Yarmouth the preceding Monday at noon, in compliance with the order you were pleaſed to give me. Nothing material happened from that time until Wedneſday morning following; when being cloſe in with the Heligoland, I made a ſignal for a pilot, which I very ſoon got on board: it being a fine day, with the wind at N. N. E. we proceeded for the Red Buoy, where we anchored for the night: here we found that the buoys had been taken up; and a conſultation in the preſence of Mr. Grenville, took place with the Heligoland pilot, and the two belonging to the ſhip, who profeſſed a thorough knowledge of the river as to the practicability of getting up the river without the buoys: they all agreed there was not the ſmalleſt danger or fear of our getting to Cuxhaven, if I would only proceed on between half ebb and half flood; that in that caſe they would ſee the ſands, and that they knew their marks perfectly well. In the morning we got under weigh, having a very fine day, with a ſmall breeze at N. N. E. and proceeded up the river; the Prince of Wales packet, who kept company with us from Yarmouth, ſtanding on a-head of us. In the afternoon about four o'clock, being within four miles of Cuxhaven, it began to ſnow, and it came on very thick, which obliged us to anchor; at this time ſaw but little ice in the river. At nine P. M. the wind ſhifted to E. by S. and blew the moſt dreadful ſnow ſtorm that can be imagined, and which brought down ſuch torrents of heavy ice on us with the ebb, that, with all hands on deck, it was with the greateſt difficulty, and uſing every

A.D. 1799 every precaution to prevent the cables being cut, that we preſerved our ſtation till the morning. At eight o'clock the flood tide having nearly carried the ice up, which left an openin[illegible] a-head, and ſeeing the river all blocked up above us with the packet a-ſhore, and no poſſibility of either landing Mr. Grenville, or proceeding higher up, there was no time to be loſt in making our retreat out of the Elbe. I accordingly got under weigh, and ſtood out to endeavour to make a landing on ſome part of the coaſt of Jutland, which Mr. Grenville informed me from the importance of the ſervice we were on, was abſolutely neceſſary, if poſſible, to effect; but unfortunately after the pilots had informed me that we were clear of all the ſands, the ſhip ſtruck at half paſt nine, on nearly the extremity of the ſand, ſtretching out from this iſland: it blowing a very heavy gale of wind, ſhe went on with great force, though we had no ſail ſet but the fore top-maſt ſtay ſail; there were but ten feet water under the fore part of her keel. I immediately hoiſted out the boats, with the intention of carrying out an anchor, but being high water, the ice returned on us ſo ſoon, that it was found impracticable: the boats were hoiſted in again, and all hands turned to ſhore the ſhip, and heeling her towards the bank; the firſt run of the tide brought down ſuch heavy ice on us, which immediately carried away our ſhores, tore all the copper from the ſtarboard quarter, cut the rudder in two, the lower part of which fell on the ice under the counter, notwithſtanding which I did not give up the hope of getting the ſhip off the next high water; her guns and ſtores were thrown overboard, in order to lighten her for that purpoſe, all of which were borne by the ice, which will give you ſome idea of the thickneſs of it. At 10 o'clock on Friday night, it being high water, the heavy gale at S. E. kept out the tide to that degree, that we had three feet water leſs than when we got on, which put an end to all our hopes; for on the return of the ebb, and during the whole of it, it is impoſſible to deſcribe to you the dreadful ſtate we were in, expecting every moment to be torn to pieces by the ice, the extreme cold weather, the darkneſs of the night, and the heavy ſnow ſtorm, altogether making one of the moſt diſtreſſing and deplorable ſituations that a ſet of unfortunate people were ever placed in. On Saturday morning the gale increaſed to an uncommon degree: the ice was up to the cabin windows; the ſtern

ſtern poſt broke in two, and the ſhip otherwiſe much damaged. It was propoſed by Mr. Grenville, the gentlemen and officers, to try to get over the ice to this place, which was the only means left to ſave the lives of the ſhips' company; and that ſtaying on board any longer was uſeleſs, and might be attended with the moſt dreadful conſequences. Although the propoſal ſeemed to me a very dangerous one, and little likelihood of its ſucceſs, from the thickneſs of the weather, the extreme cold, our total ignorance of the way, and many other reaſons: yet as it was the general wiſh, and the ſhip inevitably loſt, I agreed to quit her. At half paſt one o'clock, it being the laſt quarter's ebb, the ſhip's company commenced their march on the ice in ſubdiviſions, attended by their reſpective officers, in ſuch good order as will ever reflect the higheſt honour on them. At three o'clock P. M. having ſeen every perſon out of the ſhip, I followed, accompanied by Lieutenant Ridley, of marines; and at half paſt ſix o'clock P. M. after a journey of ſix miles, in the ſevereſt weather that ever was ſeen, over high flakes of ice, and ſometimes up to our middles in ſnow and water, we arrived at this place, where I had the ſatisfaction of finding Mr. Grenville, and every perſon in ſafety, except the perſons named in the margin,* who were frozen to death on their paſſage hither: a few others had their legs and fingers frozen; but I am happy to inform you that they are in a fair way of doing well. To all bountiful Providence do I attribute this miraculous eſcape; nor can we ever ſufficiently praiſe the Almighty for his care and deliverance of ſo many of us. From the time of our arrival here, until the Tueſday night following, the ſtorm laſted without the leaſt intermiſſion. On Wedneſday morning the 9th, the ſcarcity of proviſions, and the weather being more moderate, made it neceſſary to ſend part of the ſhip's company to Cuxhaven, ſome of the inhabitants having undertaken to go as guides, Mr. Grenville's great anxiety and zeal to get off urged the proſecution of this plan as ſoon as poſſible; therefore at eight o'clock the tide ſuiting, Lieutenant John Knight, my firſt lieutenant, and one half of the officers and men, with Mr. Grenville, Mr. Wynne, Mr. Fiſher, (ſecretary of the embaſſy,) the three meſſengers, (Meſſrs.

A.D. 1799

* Theſe were ſeven ſeamen, a boy, four marines, one woman and a child.

Skewa,

A D. 1799 Shaw, Detry, and Maſon,) with ſervants, guides, &c. ſet off, and providentially arrived at Cuxhaven, after a paſſage as dangerous and difficult to encounter with as that they experienced on their journey from the ſhip here. The remainder of my ſhip's company I kept, in hopes of ſaving the ſhip's ſtores, ſhould there be any poſſibility of doing ſo. On Friday the 8th, Mr. Anthony, the maſter, volunteered with a party of men to go on board the ſhip, to endeavour to bring on ſhore ſome bread, which article we were much in want of, as well as to aſcertain exactly her ſituation, they effected with great difficulty their purpoſe, and on their return, Mr. Anthony made the following report, viz. that the ſhip had ſeven feet and a half water in her, laying off on her beam ends; that ſhe appeared to be broken aſunder, the quarter-deck ſeparated from the gangway ſix feet, and apparently only kept together by the vaſt quantity of ice about her. From this account it was agreed to have no more communication with her, but on Sunday morning the 10th, on enquiry, I found that the clearneſs of the day had induced Mr. Anthony to ſet off again for the ſhip; and that Mr. Kent, the ſurgeon; Mr. William Johnſon Bowes, midſhipman; Mr. William Tait, boatſwain; and two ſeamen had accompanied him: they got on board; and unfortunately neglected, until too late in the tide, to return, which left them no alternative but that of remaining on board till the next day. About ten o'clock at night the wind came on at S. S. E. and blew a moſt violent ſtorm; the tide, though at the neap, roſe to an uncommon height, the ice got in motion, the velocity of which ſwept the deck to deſtruction, for in the morning not a veſtige of her was to be ſeen, and with it I am miſerably afraid went the above unfortunate officers and men; and if ſo, their loſs will be a great one to the ſervice, as in their different departments they were a great acquiſition to it; the only hope I have is, that that Providence which has ſo bountifully aſſiſted us in our recent dangers and difficulties, may be extended towards them, ſo as to preſerve their lives, by means of the boats or otherwiſe; but I am ſorry to ſay, that my hopes are not founded on the moſt diſtant degree of human probability. This melancholy accident happening ſo unexpectedly, added to my other misfortunes, has given ſo ſevere a ſhock to my health and ſpirits, as to prevent me hitherto undertaking

ing the journey to Cuxhaven, where the ſurviving ſhip's company now are. A.D. 1799

"I have the honour to be, &c. &c.

J. WALLIS."

Cuxhaven, Feb. 23, 1799.

"P. S. It is with great pleaſure I inform you, that on my arrival at Cuxhaven with the remainder of my ſhip's company from Neuwerk iſland, I found that Mr. Anthony, the maſter, with the ſurgeon and boatſwain had arrived here the preceding night. The account Mr. Anthony gives, (the packet being in momentary expectation of ſailing) will not afford me the opportunity of ſaying more, than that the ice which had attached to the ſhip, and ſurrounded her in ſuch a heavy body, after ſhe had floated in the manner I have before deſcribed on the 11th inſtant, ſupported her without quitting her, it freezing very hard for ſome days, till at length the wreck was caſt on ſhore on the iſland of Baltrum, from which providentially they all made their eſcape; and I ſhall beg leave to refer you to Lieutenant Wright, the bearer of this, who is very able to give you any further information, whom I ſhall follow to England as ſoon as I have made the neceſſary arrangements here, which I hope will be by next Thurſday.

"J. WALLIS."

"*To Vice Admiral Dickſon, &c.*"

On the 2d of February, the Nautilus ſloop of war, Captain Henry Gunter, was loſt off Sheeton Cliff, ſouth ſide of Filey Bay; the crew ſaved.

On the 5th of February the ſnow Hope, Captain Anyon, of Liverpool, deſtined on a voyage from Riga to London, laden with hemp and iron, ſailed from Hull, with the wind at N. W.; her crew conſiſting of maſter, mate, four ſeamen, and three boys. She proceeded ſouthward till three o'clock the next morning, when the wind came on to blow a hard gale from S. E. which increaſed to ſuch a degree, that they were obliged to lay to under a reefed foreſail, the wind and ſea raging with ſuch violence, that notwithſtanding every exertion, the ſhip was driven to the northward, labouring and ſtraining very much. The gale continuing its force, with heavy ſnow and total darkneſs, they could not make the Humber, or perceive any object, until they were

A.D. 1799 were met by a brig cutter, whom Captain Anyon hailed, and requeſted the aſſiſtance of a pilot; no anſwer, however, attended the application, as the cutter ſoon after parted company, and the Hope ſtill continued to drive to the northward at the mercy of the wind and waves. About midnight, on Friday the 1ſt of Feb. ſhe unfortunately ſtruck upon the ground, the ſea running at the time ſo tremendouſly high, as to make an entire paſſage over her; at the ſame time the cabin boy was waſhed from the deck. The captain and crew finding every exertion in vain, were reluctantly obliged to abandon their quarters, and attend to the ſtrong calls of ſelf preſervation; the captain at the ſame time declaring aloud, "that he would not quit the veſſel while a chance of hope remained. The mate was of opinion that they were not far from land, and ſignified his intention to endeavour to make it, notwithſtanding the ſnow was deſcending in clouds, and the darkneſs prevented him even from ſeeing the length of the ſhip. The captain, and Carl Ehric, a Pruſſian ſeaman, delivered their watches and money to the mate, who jumped into the boat which ſtill remained upon deck; but a heavy ſea at the moment breaking over her, ſwept away the boat, and he preſerved himſelf by catching the main ſtay: the next tremendous wave, alas! proved too ſtrong for reſiſtance, and overwhelmed him never more to be ſeen. The reſt of the crew now ſought ſhelter in the rigging, one man in the fore top, and the reſt in the main top.

"The Pruſſian before mentioned feeling pity for a boy by the name of Swaine, about twelve years of age, had taken him in his arms, and aſcended the main-top, in defiance of the heavy ſea which continued to break over them. The captain, in deſpair, alſo aſcended the rigging, and placed himſelf upon the main yard, from whence he was heard to bemoan their ſad fate, and the conſequent diſtreſs of his wife and children. In this ſtate they remained for a conſiderable time; but from the extreme ſeverity of the night, and their benumbed and expoſed ſituation, the captain was ſoon ſeen to drop down, ſuppoſed to be wholly or nearly dead from the cold; and two other men were alſo waſhed out of the main-top. The veſſel had now driven nearer to the ſhore; and another heavy ſea ſoon after breaking over her, carried away the main-maſt, with the Pruſſian, another ſeaman, and Swaine, the boy, upon it. The Pruſſian again laid hold of the

the boy, who earneſtly exhorted him, by crying, "Oh, Charles, hold me faſt!" But finding it indiſpenſable, for his own preſervation, was obliged to quit his hold, and the poor boy was drowned. A. D. 1799

The main-maſt being ſtill entangled with the ropes of the foremaſt, the Pruſſian remained in his perilous ſituation for a conſiderable time, till the maſt drifted nearer the fore-maſt, and enabled him with difficulty to lay hold of the fore-top-ſail-yard, from whence he got to the fore-top-maſt head, where he found the man before-mentioned ſtill alive. By this time the veſſel was drifted cloſe to Drinlington high land, on the Holderneſs coaſt, about eight miles to the north of Spurn Point. The Pruſſian perceiving the cliff, and ſuppoſing it attainable from the top-gallant-maſt head, prepared to aſcend it, and was ſolicited by a ſhip mate to lend him aſſiſtance, in order to aſcend it alſo, but which he declared was not in his power, exhorting him to follow, being the only means left for preſervation; to which, he replied, that being frozen ſtiff with cold, he was not able to ſtir a ſingle joint. This poor fellow being never more ſeen, muſt have ſhared the fate of the reſt of the crew. The Pruſſian, watching a favourable opportunity, dropped upon the ſide of the cliff, which, from being ſo hard frozen, was exceedingly ſlippery, and rendered it difficult to prevent himſelf from falling into the breakers. This, however, he was enabled at length happily to effect, and got ſafe to the top of the cliff at three o'clock in the morning, where he wandered about till break of day, the only ſurvivor of the unfortunate crew. He reached Hull, where he related this melancholy account of the loſs of the veſſel.

On the 2d of February, Mr. Charles Sturt, member for Dorſetſhire, with great reſolution, perſeverance, and humanity, ſaved the crew of a veſſel, which ran on ſhore near Poole in a heavy gale of wind, by going off in his boat at the riſk of his own life. The Humane Society, as a reward for Mr. Sturt's intrepid conduct, preſented him with a medal, on which is inſcribed—*Carolo Sturt, Armigero, a Re ob vitas ex fluctibus erabtas* 1799.

On the 11th of February the Weazle ſloop of war, the Hon. Capt. H. Grey, was wrecked in Barnſtaple Bay in a heavy gale of wind; the whole crew periſhed.

In February Captain Nicholas Tomlinſon, late commander of the Sufferante ſloop of war, was ſtruck off the

A. D. 1799 lift of captains, on a complaint made againſt him to the lords of the admiralty by Capt. P. Fraſer, of La Nymphe, for having in his poſſeſſion the private ſignals when on board the Hawke letter of marque, in chace of a Spaniſh veſſel, and making himſelf known by them to La Nymph, when ſhe joined in the chace. Captain Tomlinſon cruized with great ſucceſs when captain of La Subtilante, and was conſidered a very vigilant and active officer. Captain Tomlinſon preſented a memorial to his Majeſty through the lords of the admiralty, praying to be reinſtated in his rank, which was rejected. In April 1801, he ſerved as a volunteer with Admiral Sir Hyde Parker at the attack of Copenhagen, where he ſo much diſtinguiſhed himſelf, and was ſo highly ſpoken of by the admiral, that, on a ſecond memorial being preſented to the King, he was graciouſly pleaſed to reſtore him the rank of poſt captain from the 22d of September 1801.

On the 27th of February the Cambrian frigate, the Hon. Captain Legge, encountered a heavy gale of wind in the Channel, attended with thunder and lightning. A fire ball fell upon the forecaſtle, which killed two men, and wounded 17 others, two of whom were ſtruck blind, and ſeveral ſeverely burned.

On the 16th of March the Telegraph armed brig of 16 guns, commanded by Lieutenant J. A. Worth, being off the Iſle of Ré, fell in with, and captured, after a ſmart action which continued three hours and a half, L'Hironnelle, French brig corvette of 16 guns, and 89 men, five of whom were killed, and 14 wounded. The Telegraph had only five men wounded.

On the 26th of March Captain Wallis, his officers, and ſhip's company, were tried by a court-martial held on board his Majeſty's ſhip Ganges, in Yarmouth Roads, for the loſs of the Proſerpine. The following extract from the public diſpatch of the Right Hon. Mr. Grenville, to Lord Grenville, one of his Majeſty's principal Secretaries of State, dated Berlin, February 10, 1799, was tranſmitted by the Lords Commiſſioners of the Admiralty to Vice Admiral Duckworth at Yarmouth, with directions for its being read on Captain Wallis's court-martial.

"The unfortunate loſs of his Majeſty's frigate the Proſerpine, on board of which I embarked at Yarmouth, is a circumſtance which I cannot mention without feeling how much

much it is due from me to the captain of that ship, to state A.D.
the importunity with which, out of zeal for his Majesty's 1799
service, I prefsed upon him to persevere in attempting a passage, which the severity of the season, and the danger of the navigation, without any buoys to trace it, would naturally have prevented him from risking so far, if I had not most earnestly solicited him, at all hazards, to pursue the voyage as long as it was possible that the ship could advance. When the frigate had unfortunately struck, that we were enabled to escape with our lives, we chiefly owe to the steadiness and activity of Captain Wallis; and to the uncommon degree of order and discipline which that officer had established in his ship's company, and maintained under much danger and little hope. By his assistance, I was enabled to save the greater part of my papers, and all the letters entrusted to me by their Majesties and the Royal Family."

After this paper, (which reflected so much merit on Captain Wallis,) and the sentence were read, which set forth that the conduct of the captain, officers, and ship's company, was in every degree highly meritorious, and all honourably acquitted. The President made the following speech to the crew by order of the court.

"Seamen of the Proserpine! Your conduct has been such as to merit the thanks of this Court, with that of your country; and, I trust, that the example shewn by you of good order and obedience to command in times of difficulty and danger, will be held forth, as worthy of imitation to all the seamen of his Majesty's fleet."

Captain Wallis, his officers, and ship's company, as a testimony of their gratitude for the kindness, humanity, and attention which they had received from M. Lorenti Wittké, (after they landed on the Island of Newark, at the time of their distress, after having been shipwrecked on the Scaron Land, at the mouth of the Elbe, and marched six miles over the ice in the most inclement weather, almost exhausted with hunger, cold, and fatigue) presented that gentleman with a piece of plate in the shape of a coffee urn, with the following inscription:

"This piece of plate is presented to Lorenti Wittké, of the Island of Newark, as a grateful testimony of his kindness and humanity towards the Right Hon. Mr. Grenville and suite, Captain Wallis, his officers, and ship's company, after their providential escape on shore from the wreck of

A. D. 1799 his Britannic Majeſty's late ſhip Proſerpine, over a field of ice more than ſix miles diſtance, on the 11th of February, 1799."

On the 7th of April the St. Fiorenzo of 40 guns, commanded by Sir Harry Burrard Neale; and the Amelia of the ſame force, commanded by the Hon. Capt. Herbert, being off Belleiſle, ſaw ſome ſhips at anchor in the Great Road, which on their nearer approach were diſcovered to be three French frigates, and a large ſailing gun veſſel, with their top ſail yards ready hoiſted to come out.* A heavy and ſudden ſquall of wind unfortunately carried away the Amelia's main top-maſt, and fore and mizen top-gallant maſts. The enemy, encouraged by this accident, immediately got under weigh, and made ſail towards the Britiſh frigates. Sir Harry Neale, with great firmneſs and reſolution, notwithſtanding the diſaſter which had befallen the Amelia, made the ſignal to prepare for battle, and manifeſted a readineſs to meet the enemy; when he had run a little to leeward, he ſhortened ſail, that the Amelia, whoſe crew had by this time with great exertions and activity cleared the wreck, might cloſe and keep under command with her fore and mizen top-ſails. The enemy ſoon cloſed with the Britiſh frigates, and a brisk action enſued. As the enemy kept edging down on the iſlands of Houat and Hedic, it obliged the Britiſh commanders to bear down three times to cloſe with them, by which they became alſo expoſed to the fire of the batteries on theſe iſlands. After engaging an hour and 55 minutes, the enemy's frigates wore and ſtood in towards the Loire, two of them in a ſhattered condition. The loſs ſuſtained on board the St. Fiorenzo was one ſeaman killed, and 18 wounded. The Amelia, Mr. Bayley, midſhipman, and one ſeaman killed; 17 wounded.

On the 23d of April the queſtion was decided between the Captains Lumley and Sutton, which of them was entitled to the prize money made by his Majeſty's ſhip Iris, during the arreſt of Captain Sutton.

Mr. Hartley, on the part of Captain Lumley, entered

	Guns.	Men.
[illegible]	44	320
[illegible]	44	320

very much at length into the circumſtances of this caſe; A. D.
he ſtated that Captain Sutton commanded the Iſis, which 1779
ſhip formed part of the ſquadron which ſailed in the year 1781, under the command of Commodore Johnſtone. He then proceeded to detail the circumſtances which took place in the action fought in Port Praya Bay, between the Engliſh and French ſquadrons. Immediately after that action, Commodore Johnſtone put Captain Sutton under an arreſt, and appointed Captain Lumley to the command of the Iſis in his room. Captain Sutton, upon his return to England, brought an action for damages againſt Commodore Johnſton, and obtained a verdict for 5000l. A new trial was obtained by the Defendant, and upon that occaſion the plaintiff obtained a verdict for 6000l. The queſtion was then brought into the Houſe of Lords by writ of error, and the whole proceedings were reverſed. Mr. Hartley then argued with great ability that Captain Lumley was entitled to the prize money ariſing from the captures made by the Iſis while he had the command of her, and while Captain Sutton was ſuſpended.

Mr. Wood argued very ably on the other ſide.

Lord Kenyon ſaid, that if the queſtion in this caſe was, which of them came under the deſcription of the act of parliament, modelled on the king's proclamation, a captain of the Iſis, during the time that the captures were made by that ſhip of war? And upon that queſtion his Lordſhip was clearly of opinion, that the preference was due to Captain Sutton, who was to all intents and purpoſes entitled to his pay, and all the emoluments that were incident to the ſtation of a captain during the time of his arreſt, and until he ſhould be diſplaced either by the admiralty, or by ſentence of a court-martial, he was as much entitled to all thoſe advantages, notwithſtanding this arreſt, as if he had been confined to his cabin from a wound in battle. By the way, his Lordſhip obſerved, Captain Sutton, he was ſaid to ſay, had been barbarouſly, ſeverely, and very improperly arreſted. He would not ſay any thing of the reverſal of the verdict for 6000l. in Captain Sutton's favour: he dared to ſay, that what was determined by Lord Mansfield, and the Chief Juſtice of the Common Pleas, was according to the rules of law, but it certainly was a caſe of abundant hardſhip. With regard to Captain Lumley, he was moſt undoubtedly a meritorious officer, but he had not the ſame claim to be

A.D. 1799 conſidered captain of the ſhip, for he came on board by order of the Commodore, to have the pay of a captain, and victual in the ſhip. In ſhort, while Captain Sutton was captain of the ſhip, as moſt aſſuredly he was, and muſt be, until diſplaced either by the Admiralty, or the ſentence of a court-martial, nobody elſe could be captain of that ſhip. As well might it be ſaid, that Lord Pigot was not governor of Madras, in conſequence of the moſt ſhameful treatment he met with there, as to ſay that Captain Sutton was not captain of the Leo while he was thus under arreſt. His Lordſhip expatiated conſiderably on this caſe, and concluded with ſaying, that he was moſt clearly of opinion that judgment ought to be given for Captain Sutton; to which the other Judges aſſented, and judgement was given accordingly.

On the 26th of April a French fleet of ſhips of war, conſiſting of twenty-five ſail of the line, eight frigates, and two corvettes, commanded by Admiral Bruix, having on board a large body of troops, took the advantage of Lord Bridport having been forced off his ſtation, to ſlip out of Breſt under cover of a thick fog. On the day following the Britiſh admiral reſumed his ſtation with ſixteen ſail of the line, when to his great mortification, he perceived that the French fleet had eſcaped his vigilance.

The admiral judging that the enemy might have ſhaped his courſe for the coaſt of Ireland, inſtantly proceeded off Cape Clear; at the ſame time diſpatched frigates in every direction in queſt of him. The news of the Breſt fleet being out reached Plymouth on the 30th. Not a moment was loſt in making the greateſt exertions to ſend reinforcements to Lord Bridport, and alſo to the ſquadrons on the coaſts of Holland and Spain.*

In the courſe of a fortnight the Britiſh fleets in every quarter were ſufficiently ſtrengthened to reſiſt that of the enemy, wherever they might chance to meet them.

In ſpite of all theſe precautions, the French admiral puſhed for the Mediterranean, and ſucceeded in paſſing the Straits unmoleſted; but was diſappointed in his hopes of being able to join the fleet of Spain either at Ferrol or Cadiz. From the firſt of theſe places ſix ſail of Spaniſh ſhips of the line had ſailed, having on board 3000 troops; but being

* Appendix, Chap. II. No. 376.

cloſely

closely watched by the British cruizers, five were obliged to take shelter under the isle of Aix. The other returned to Ferrol. A.D. 1799

On the 11th of May Lieutenant Searle, in the Courier armed brig, fell in with off the Texel, a French brig privateer of 16 guns, which he engaged an hour and forty minutes, when the enemy availed himself of a thick fog to make sail, and escaped. The Courier was much crippled in her sails, rigging, &c. with five men wounded.

On the 14th of May a court-martial was held on board the Gladiator at Portsmouth, to try the Right Honourable Lord Augustus Fitzroy, Captain of his Majesty's ship the Sphynx, for disobedience of orders and misconduct, in not bringing home, under his convoy, the East-Indiamen and other trade belonging to the East-India Company lying at St. Helena. The court was composed of the following members, viz.

President,

Sir Roger Curtis, Bart. Vice Admiral of the White.

Captains,

Francis Pickmore,	Sir Thomas Williams, Knt.
Hon. A. K. Legge,	Richard King,
Thomas Larcom,	Thomas Rogers,
Thomas Western,	Temple Hardy,
William Lukin,	Robert Lawrie,
Hon. Charles Paget.	

After having heard read Commodore Losack's orders, and a long correspondence between his Lordship, Governor Brooke, and the Captains of the several Indiamen, the Court, after a most animated defence from his Lordship, sat in deliberation three hours, and ordered that he should be dismissed from the command of his present Ship.

On the 3d of June Captain Thomas Western, of his Majesty's ship Tamer, was presented by the representatives of the merchants of Barcelona with a piece of plate valued at 150 guineas, in acknowledgement of his great activity and unremitted attention to the protection of the trade of the island when he was upon that station.

On the 11th of June judgment was passed in the Admiralty Court, Doctors Commons, on the Swedish merchantman taken from the French by Captain Bowen, of the and

A.D. 1799 and carried into the Downs; that all the veſſels with their ſeveral cargoes ſhould be condemned, being laden with naval and military ſtores, bound to France; but that the private adventures of the maſters ſhould be reſtored. The prizes are calculated to be worth 600,000*l*. See Sir William Scott's judgment and opinion on this queſtion, page 264.

On the 13th of June, Admiral Lord Bridport arrived from his cruize in queſt of the French fleet, having detached Admiral Sir Alan Gardner, with 16 ſail of the line, to reinforce the ſquadron off Cadiz, and in the Mediterranean under Earl St. Vincent. Rear Admiral George Berkeley was left to cruize off Breſt with a ſquadron of obſervation.*

In the night of the 27th of June, the boats of the ſmall ſquadron cruizing under the orders of Captain Winthorp, in the Circe, off the coaſt of Holland, very gallantly cut out from the Wadde, twelve merchantmen, ſome with valuable cargoes, without a man being either killed or wounded; notwithſtanding they were much annoyed by the fire from the enemy's batteries and gun-boats.† On the 10th of July, the boats of the ſame ſquadron, with equal reſolution and bravery, cut out three more valuable veſſels from the Waddle, and burnt another laden with ordnance ſtores.

On the 27th of June, Admiral Lord Bridport ſtruck his flag, and Rear Admiral Pole hoiſted his on board the Royal George, on the ſame afternoon he put to ſea from Cawſand Bay, in company with the Sulphur, Exploſion, and Volcano bombs. On the 1st of July, Admiral Pole joined Rear Admiral Berkeley off the Iſle of Rhe;‡ and the next day proceeded to the attack of the five Spaniſh ſhips of the line, which had taken ſhelter under the protection of the batteries on the Iſle of Aix, and a floating mortar battery, which was moored in the paſſage between a ſhoal and the iſle of Oleron. The ſquadron having anchored at 11

* Appendix, Chap. II. No. 5.

Ships.	Guns.	Commanders.
† Circe, -	2	Capt. R. Winthorp
[illegible]	14	— Temple.
Pylades, - -	14	Mackenzie
[illegible]	14	Bowden
[illegible]	14	
[illegible] Cutter.		
[illegible] Cutter.		

‡ Appendix, Chap. II. No. 3.

o'clock

o'clock in Baſque Road; the bomb ſketches took their ſtations under cover of the frigates, commanded by Captain Keats, and opened their fire upon the Spaniſh ſhips, which was continued with great briſkneſs for three hours, but with no effect, the Spaniſh ſquadron being at too great a diſtance. The batteries from the iſle of Aix, during this time, kept up an inceſſant cannonade. The wind dying away, and the enemy having brought forward ſeveral gun-boats; the Admiral called off the ſhips engaged, got under weigh and ſtood to ſea. Soon after Rear Admiral Berkeley returned to Plymouth with three ſail of the line and bomb-ketches, whilſt Admiral Pole remained off Reechfort to prevent the Spaniards eſcaping. A. D. 1799

On the 3d of July, the night being extremely dark and foggy, about half paſt nine, the ſhip Benjamin and Elizabeth, one of the Weſt-India fleet, being about 4 leagues from Dungeneſs, was hailed by a lugger, who running under her lee quarter, aſked her if ſhe wanted a pilot. On being anſwered No, a fellow on board the lugger, who ſpoke good Engliſh, deſired them to back their main-top-ſail and ſurrender, and at the ſame inſtant firing a volley of muſquetry, boarded her on the quarter. The captain and mate of the Benjamin, and two Engliſh ſeamen (the reſt of her crew amounting to eight, being foreigners) fired the only gun they had on that ſide into the lugger; but the Frenchmen had effected their boarding. Captain White, his mate, and two ſeamen, continued, however, with all the gallantry that characteriſes Britiſh ſailors, to defend their veſſel, and had actually beaten the Frenchmen from their deck, and the mate was bravely lathing the lugger's fore-maſt to the Benjamin's quarter when they were boarded on the beam by a ſecond lugger, the crew of which came on their backs, while they were yet engaged with the lugger on their quarter, and inhumanly, although they had poſſeſſion of the ſhip, cut and ſhot all they met. The captain who was wounded ſeverely, was by two of the villains, thrown from the ſhip over-board; but picked up by the lugger; the mate was cut with a ſabre in ſeveral places, and a piſtol put to his mouth (though unarmed) and fired off, the ball went through his tongue and lodged under his ſhoulder. One of the ſeamen had alſo a piſtol put to his breaſt and fired, the ball went through his mouth and was extracted from under his arm. Fortunately the Raccoon

ſloop

A.D. 1799 sloop of war stretching out from the land to protect the rear of the convoy, heard the firing, and got sight of the ship which she recaptured in about ten minutes after the luggers had hauled off. Shortly afterwards it clearing a little, Captain Lloyd got sight of the two luggers, one of which was within musket shot: The Racoon immediately opened her broadside upon her, and on the smoke's clearing away, not a vestige of the lugger appeared upon the water; consequently the vessel and her whole crew went to the bottom. The other lugger, though at a much greater distance, was still plainly to be seen; but the fog again coming on, the Racoon lost sight of her.

On the 10th of July, the ship Planter, of Liverpool, of 18 guns and 43 men, on her passage from America, after a very gallant action, which lasted two hours and a half, beat off a large French privateer, mounting 22 guns and full of men. The Planter had 4 killed and 8 wounded. The intrepid conduct of two ladies, Mrs. Macdowall and Miss Mary Harley, who were passengers on board this ship during the action, deserves the greatest praise. They were remarkable, not only for their solicitude and tenderness for the wounded, but also for their contempt of personal danger during the battle; serving the seamen with ammunition, and encouraging them by their presence to fight bravely.

July 13th, Vice Admiral Sir Alan Gardner arrived with part of the squadron and French prizes, from Lisbon.*

On the 15th of July, Captain Boorder of L'Espiegle sloop of war, sent the following letter to the Dutch captain at Delfzyl, in consequence of his having detained some English boats.

His Britannic Majesty's ship L'Espiegle, July 15, 1799, in the Western Ems.

"Sir,

In consequence of the two Dutch gun-boats breaking the neutrality of this river, on the 11th inst. in firing at three English boats, and detaining another with five men, which was [illegible] by the laws of [illegible]; I thought proper to [illegible] on Friday last; and will

* [illegible]

have

have you and all the world to know that Engliſh ſeamen are not to be trifled with. A.D. 1799

" I remain, Sir,
" Your humble ſervant,
JAMES BOORDER."

" *P. S.* I ſhall expect that the officer and four men be delivered up to Admiral Lord Viſcount Duncan, now blockading the Texel."

On the 22d of July, an experiment was made on board of his Majeſty's ſhip Vengeance, at Portſmouth, to prove the utility of a machine invented by Mr. Peacock, for the purifying of water by filtration. The following certificate was granted by the captains ordered to attend the experiment

" We, the underſigned, do hereby certify, that in obedience to an order from Sir Peter Parker, Bt. Admiral of the White, commander in chief, &c. &c. That we have this day been on board his Majeſty's ſhip Vengeance, and cauſed the neceſſary experiments to be made to aſcertain the utility of a machine for purifying water by filtration.

" And we give it as our mature opinion, that the machine for the filtration of water, fully and completely performs all that the maker promiſes in his deſcriptive pamphlet of it; and that in one inſtance we found its excellence to have exceeded his report; for we ſaw the filtration performed at the rate of a gallon in two minutes, or 720 gallons in 24 hours.

" And we beg leave to recommend it as a moſt uſeful machine, and to expreſs our wiſh for its common uſe in the navy, particularly in long voyages.

" Given under our hands, on board the
" Vengeance, Spithead, July 22, 1799.

" T. M. Rudel, Capt. of the Vengeance.
" Edw. Bowater, Magnificent.
" Tho. Larcom, Lancaſter.

On the 11th of Auguſt, Captain Mackenzie, of the Pylades, and Captain Pooter, of the Eſpiegle ſloops of war, with the Courier cutter, Lieutenant Searle, were ordered by Captain Sotheron of the Latona frigate, who commanded a ſmall ſquadron on the coaſt of Holland, to attack the enemy's veſſels which were between the iſland of Schiermonikoog and the main land of Holland; which ſervice

A.D. 1799 service they performed with much skill and bravery; bringing off the Crain (formerly a gun-brig in his Majesty's service); the Dutch officer who commanded her, made a most gallant resistance; she mounted 12 carronades, 32 twenty-four and eighteen pounders, with 60 men. The Pylades had one man killed and two wounded. On the following day, Captain Mackenzie having manned the Crain, and appointed Lieutenant Slade of the Latona to command her, proceeded to the attack of the enemy's remaining force, which had taken shelter under the protection of a battery, and armed schooner, from under the guns of which he had previously cut out a large Schute; this vessel he named the Undaunted, fitted her with two twelve pound carronades, and gave the command of her to Lieutenant Humphries of the Juno. The depth of water not being sufficient for the sloops of war to get within shot of the enemy's battery and vessel; Captain Mackenzie directed the small craft, consisting of the Crain, Undaunted, the Latona's and Pylades launches, each with a twelve pound carronade, together with the other boats of the little squadron, to proceed to the attack. The enemy at first kept up a brisk fire; but it was returned so warmly, and with such effect, that they soon abandoned the batteries, and the crew of the schooner got on shore, first setting her on fire. In the mean time Lieutenant Cowen of the Pylades landed, spiked the guns on the battery, and brought off two brass pieces. The schooner was destroyed, a row-boat and twelve Schutes taken. This service was performed without a man being either killed or wounded. It was supposed the loss of the enemy must have been considerable. Captain Mackenzie was advanced to the rank of post captain for his gallantry and able conduct.

On the 25th of August, Vice Admiral Lord Keith arrived in Torbay with the fleet from the Mediterranean.*

On the 18th, Admiral Earl St. Vincent, arrived at Spithead from the Mediterranean in the Argo frigate Captain Bowen. The Mayor and Corporation of Portsmouth waited on his lordship, and in an appropriate speech presented him with the freedom of the town.

On the 20th of August, the Clyde of 38 guns, Captain Charles Cunningham, being on a cruize in the bay, fell in with two French frigates, which when perceiving the

* Appendix, Chap. II. No. 19.

Clyde in chace, feparated; Captain Cunningham purfued the largeft, which he foon came up with, and brought to clofe action; it was maintained on both fides with much gallantry, until the enemy was wholly difmafted, and fe-veral dangerous fhot between wind and water, fhe ftruck, and proved La Veftale, of 36 guns and 235 men, commanded by Mon. P. M. Guiperd. The Comfort, the Sagefe of 30 guns, being at fuch a diftance as to render purfuit ineffectual, and fhe efcaped into the Garonne. The Veftale had 10 men killed, and 2 officers and 20 feamen wounded. The Clyde two men killed and three wounded. A. D. 1799

On the 26th of Auguft, a court-martial was held on board his Majefty's fhip Gladiator, in Portfmouth harbour, for the trial of Captain Henry Jenkins, late of his Majefty's fhip Arrogante, his officers and fhip's company, for the lofs and capture of the faid fhip in December laft.

The court was compofed of the following members, viz

President,

Sir Roger Curtis, Bart. Vice Admiral.

Captains.

M. Ruffell,	John Knight,
Jon. Faulkner,	Hon Rob. Stopford,
Fra. Pickmore,	Will. Mitchell,
John Elphinftone,	Alex. Fraſer,
J. N. Morris,	Tho. Graves, (2)
Tho. Lucas,	George Burton

On the 29th, after the moft minute examination and enquiry, wherein it appeared, that the mizen-maſt of the Arrogante was carried away, the wheel fhot to pieces, and rendered uſeleſs; by the explofion of a great quantity of powder, the ſtern of the fhip was blown out; the burſting of a gun by which 11 men were wounded: the firſt lieutenant, maſter, and 11 men killed; Captain Jenkins, the lieutenant of marines, and 39 men wounded, the fhip on fire; befides being fhort of complement, the old hands ſickly and ſeveral men who were abſent in a prize; that with other circumſtances favourable to Captain Jenkins, the court pronounced ſentence of acquittal on him; and after paying a juſt tribute to part of the fhip's company for their heroic exertions, particularly Mr Brown, a

midſhipman

A.D. midſhipman, about 15 years old; the court paſſed ſome
1799 cenſure on the other part of the crew, for not having ſhewn that intrepidity, ſo deſervedly the characteriſtic of Britiſh ſeamen, and ſo conſpicuouſly ſhewn by ſome of their own men, Mahony, Hodges, and a few others. But as the evidences could not eſtabliſh thoſe who did not behave well, and the court fearful to involve the innocent with the guilty, acquitted the whole ſhip's company.

On the 28th of Auguſt was decided, an extraordinary caſe of a re-capture, made by one Engliſh ſailor and a boy, who retook the ſnow Liberty, from a prize maſter and nine Frenchmen.

The facts proved upon oath were the following.——The veſſel was freighted at the Weſt Indies for London, with a cargo of cotton, rum, &c. 60001. value. In the month of January, 1797, ſhe was captured in the bay of Biſcay, by a French privateer. A prize-maſter and nine French ſeamen, were put on board: the only Engliſhmen left, were Robert Cloyſton, the mate; and Oliver, a grown-up boy. The ſecond day, the mate obſerved that the French crew got intoxicated, and that they quarrelled among themſelves, and cordially hated the prize-maſter. The mate conſulted his boy how they ſhould retake the ſhip; the latter could ſpeak French tolerably well. Accordingly the next morning, Oliver ſpoke to four of the Frenchmen that were the moſt refractory, and told them, if they would aſſiſt to retake the ſhip, they ſhould be well rewarded. The Frenchmen agreed to the ſcheme; and the next morning the prize-maſter was knocked down, and cut with an axe; the helm was taken poſſeſſion of, the ſhip recaptured, and the other French ſailors ſecured. When this was effected, the boy Oliver told them, if they made for a port in France, they would all be put to death; and therefore (being off Scilly) they had better ſteer for Cork, where they would be ſafe. The ſhip was accordingly carried into Cork, and Mr. Cloyſton acted as maſter; from thence ſhe arrived ſafe in the port of London.

Sir William Scott, the judge, reviewed the whole caſe, and was clearly of opinion, that the applicants deſerved the higheſt reward which the law would allow; he therefore adjudged the re-captors one ſixth of the ſhip and cargo, together with reaſonable coſts.

On the 6th of September, an ordnance tranſport, laden with

with ſtores, and of conſiderable value, was taken in the Channel off Folkſtone, by a French privateer; which put on board ſeven Frenchmen, and took out the captain and crew, excepting two ſeamen, who in the night roſe upon the Frenchmen, threw two over-board who made reſiſtance; and having ſecured the other five, brought the ſhip into Dover harbour. A.D. 1799

On the 20th, Vice Admiral Sir Roger Curtis, ſailed in the Canada of 64 guns, for the Cape of Good Hope, taking under his convoy ſeveral Eaſt-India, and ſtore ſhips.

On the 10th of October, Captain James Young, in the Ethalion, being on a cruize in the bay, diſcovered at three o'clock in the afternoon three large ſail; to which he gave chace, continuing to keep ſight of them all night. At day-light he plainly perceived that the ſhips were the Naiad and Alcmene, in chace of two Spaniſh frigates, and the Triton at ſome diſtance a-ſtern alſo in chace; at nine, being within random ſhot of the ſternmoſt, Captain Young fired a few guns in paſſing, which made her alter her courſe, ſtill ſtanding on, as by ſignal directed from Captain Pierrepoint of the Naiad to the headmoſt; which, at half paſt eleven, finding the Ethalion coming faſt up with her, ſuddenly bore up athwart her, at the diſtance of not more than half muſquet ſhot, in hopes by this manœuvre to throw the Ethalion into confuſion; Captain Young was, however, ſo well prepared, that he counteracted the intention of the Spaniard, and by two well directed broadſides, and a running fight of an hour, he ſtruck, and proved to be the Thetis, of 36 guns and 280 men, commanded by Don Juan de Mendoza, from Vera Cruz, bound to any port in Spain ſhe could reach, with 1,411,286 dollars, and a quantity of cocoa on board. The Thetis had one man killed and nine wounded. The Ethalion none.

Captain Pierrepoint with the other frigates, ſtill continued to purſue the other Spaniard, which from the circumſtance of having ſteered in different courſes was ſoon out of ſight of the Ethalion and her prize. On the morning of the 18th, the enemy, by her laſt ſailing, having rounded Cape Finiſterre, her commander ſtood ſo very cloſe to the rocks of Monte Lora, that the Triton, which was the leading ſhip in the chace, ſtruck upon the faſt rocks, going at the rate of [illegible]

[illegible]

A.D. 1799 however, ſoon got off, and commenced an animated fire on the enemy, in which he was ably ſupported by Captain Digby, who with great judgment placed his ſhip in that direction, as to cut off her entrance to Port de Vidre. At eight A. M. the three frigates had cloſed with the enemy amidſt the rocks of Commatiurto, at the entrance of Muros, when ſhe ſtruck, and proved to be the Santa Brigida of 36 guns and 300 men, commanded by Don Antonio Pillon, ſailed from Vera Cruz, in company with the Thetis on the 21ſt of Auguſt. She was of immenſe value, having on board 1,400,000 dollars, beſides other articles of merchandize of equal eſtimation. The ſhips had got into ſhoal water and foul ground; but a fortunate breeze off the land enabled them to put the ſhips heads to ſea; and they began to ſhift the priſoners; when a Spaniſh ſquadron, conſiſting of four large ſhips, one with a broad pendant, came out of Vigo; as if with an intention to reſcue the prizes. Captain Pierrepoint uſed every exertion to get the priſoners ſecured; and the ſhips in readineſs to receive them; but the Spaniards perceiving his determination, bore up and ran into Vigo.

The Triton had one man wounded; but the ſhip was conſiderably damaged, and made much water in conſequence of the blow ſhe received on the rocks.

The Alcmene, one killed and nine wounded.

The Santa Brigida, two killed and eight wounded.

The Thetis being a new frigate, was added to the navy.

On the 21ſt, the Ethalion arrived with her prize at Plymouth, as did the next day Captain Pierpoint, with his fortunate companions.

On the 28th and 29th, the treaſure taken in the Thetis and Santa Brigida, was conveyed in ſixty-three artillery waggons to the dungeons of the citadel at Plymouth, and there depoſited.

The proceſſion took place from the dock-yard gate at ten A. M. in the following order:

Armed ſeamen. { A trumpeter of the Surrey dragoons, ſounding a charge. / Two artillery conductors. / An officer of the Surrey dragoons. / An officer of Artillery. } Marines, &c.

Surry dragoons, two and two, with drawn ſabres.

Mar-

A.D. 1799

Armed ſeamen, marines, and midſhipmen.

Muſic, drums, and fifes,
Playing *Rule Britannia* and *God ſave the King*;
Sixty-three waggons with dollars, in nine
diviſions of ſeven waggons.
On the firſt waggon, a ſeaman
Carrying the Britiſh over the Spaniſh Jack;
Two officers of marines, armed.
On the center waggon,
A ſeaman carrying the Britiſh Enſign over the
Spaniſh Pendant;
Midſhipmen armed with cutlaſſes.
On the laſt waggon,
A Seaman with a Britiſh Pendant over a Spaniſh
Enſign;
Armed marines and ſeamen two and two;
Muſic, drums, and fifes, playing
Britons Strike Home;
Armed ſeamen with cutlaſſes;
An artillery officer;
Two officers of marines armed;
Surrey Dragoons, two and two, with drawn ſabres;
Two Trumpeters of Surrey Dragoons, ſounding
a charge, cloſed the proceſſion,

Armed ſeamen, marines, and midſhipmen.

As the proceſſion was paſſing through the market-place, Plymouth, ſome interruption occaſioned a ſtoppage of the headmoſt waggon of the ſecond diviſion, it naturally drew a croud about the waggon; a gentleman puſhed forward to ſee how the dollars were packed, when the honeſt tar who carried the Britiſh enſign over the Spaniſh, aſked him in a good natured way, "if his honour wiſhed to ſmell at the treaſure;" the gentleman ſaid, laughingly, "he would much rather taſte it:" the ſailor immediately putting his unemployed fingers into his mouth, pulled out a ſmall Spaniſh gold coin, and a quid, and putting both into the gentleman's hand, emphatically ſaid, "By Jaſus, in my country we find taſting better than ſmelling, and feeling is the naked truth; ſo your honour's welcome." The gentleman offered him more than the real value; but honeſt Patrick refuſed, and ſaid, "he had enough, and to ſpare." The waggon then driving on, prevented any other application on the ſubject.

A.D. 1799 The treaſure was removed from Plymouth towards the latter end of November, and conveyed to London in waggons, attended by a party of ſeamen and dragoons. On the 4th of December ſix of the waggons reached Kenſington, where they were met by a captain's guard of the grenadier battalion of the guards, and the proceſſion moved along Piccadilly, St. James's-ſtreet, Pall-mall, Strand, Fleet-ſtreet, and Cheapſide, to the Bank, in the following order:

Military band of muſic;
A detachment of the Guards;
A Commiſſioner of the Cuſtoms, and a Lieutenant of the Navy on horſeback;
Six Waggons with the Treaſure, each drawn by eight horſes, decorated with ribbons;
The waggon decorated, with the Engliſh colours over thoſe of Spain;
Sailors rode on the outſide of the waggons;
A detachment of the 16th Light Dragoons cloſed the proceſſion.

When the cavalcade reached the Manſion-houſe, the Lord Mayor, the Lady Mayoreſs, and ſeveral gentlemen came out in front of the houſe, and drank from out of a gold cup, "*Succeſs to the Britiſh Navy*," the band playing "*Rule Britannia*;" while the honeſt tars, who were regaled at the ſame time, gave his Lordſhip three cheers.

An account of the Share of Prize Money each Claſs received for the Spaniſh Frigates, excluſive of the Hull, Stores, Maſts, Rigging, &c.

		l.	*s.*	*d.*
Captains -	each	40,730	18	0
Lieutenants -	ditto	5,091	7	3
Warrant officers -	ditto	2,468	10	9½
Midſhipmen, &c. -	ditto	791	17	0¼
Seamen and marines -	ditto	182	4	9¾

On the 19th of October, the Impregnable of 98 guns, commanded by Captain Jonathan Faulkner, in coming up to Spithead, got on ſhore on the Poles near Chicheſter harbour; ſhe ſtruck with ſuch force, as ſoon to have ſeven feet water in the hold. Notwithſtanding her maſts were inſtantly

inſtantly cut away, the ſhip lightened, and every poſſible aſſiſtance given, ſhe was loſt. A.D. 1799

On the 25th a court-martial was held on board the Gladiator in Portſmouth harbour, on Captain Faulkner, his officers, and ſhips' company, for the loſs of the Impregnable. The following were the members who compoſed the court.

Preſident,
Rear Admiral Sir Richard Bickerton, Bart.

Captains,

Robert M'Douall,	Thomas Wells,
J. C. Purvis,	James Alms,
Francis Pickmore,	Charles Boyles,
Sir H. B. Neale,	John Whitby,
John Elphinſtone,	P. C. Durham,
Thomas Wolley.	Robert Barton.

Mr. Greetham, Judge Advocate.

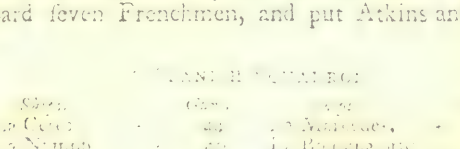
The officers, and many of the ſeamen having been ſtrictly examined, and the circumſtances attending the loſs of the ſhip fully inveſtigated, the Court agreed, that the loſs of his Majeſty's ſhip Impregnable, was cauſed by her running upon Chicheſter ſhoals, whilſt in charge of Michael Jenkin, the maſter of her, and afterwards beating a conſiderable way on the flats; and it being impoſſible to get her again off, and that there appeared therein to have been negligence in the conduct of the maſter, by his having run beyond the proper diſtance before he hauled in for St. Helens, and not having anchored the ſhip at the time there appeared to be a material difference in the men at the leads; but that no blame was imputable to Captain Faulkner, his officers, and ſhip's company, for their conduct upon that occaſion; but that the conduct of the ſhip's company, after ſhe ran aſhore, was highly praiſe worthy, creditable to themſelves, and to the diſcipline of the ſhip in which they ſerved; and the Court did adjudge the ſaid Michael Jenkin, in conſideration of his having been deceived in the ſounding, and other circumſtances, only to be diſmiſſed from his Majeſty's ſervice, and the ſaid captain and ſhip's company to be acquitted.

On the 20th of October, Captain Macnamara, in the Cerberus frigate of 32 guns, being on a cruize about eight or nine leagues to the N. E. of Cape Ortegal, diſcovered at

A.D. 1799 five o'clock in the evening a fleet ſtanding to the N. E. to which he gave chace: at eight o'clock in the evening Captain Macnamara got cloſe alongſide of the leading frigate, hailed, and brought her to action; but as the enemy's great object appeared to be to join his convoy to leeward, he was buſily employed in making ſail for this purpoſe, and returned but a feeble fire. To obviate his intentions, the Cerberus was wore, and engaged him under his lee; at half paſt eight the enemy's fire was completely ſilenced; every effort of Captain Macnamara's to take poſſeſſion of him was rendered fruitleſs, by the reſt of the ſquadron coming up to ſupport him, which he now plainly perceived to conſiſt of five frigates and two brigs.* On hauling up to prevent being raked, the Cerberus fell on board one of the frigates, and carried away her main-top ſail yard. Captain Macnamara continued to engage the enemy, notwithſtanding their great ſuperiority, till half paſt nine, moſt of the time firing from both ſides; when he was under the mortifying neceſſity to haul off. Soon after he took one of their convoy: but the enemy, who was not more than a mile diſtant, coming down to ſupport each other, obliged him to withdraw his people, and take out the priſoners, after which he ordered her to be ſet on fire.

The Cerberus, in this unequal conflict, had only four men wounded; and it appeared evident, that from the confuſion and diſorder into which the enemy were thrown by the well directed and ſteady fire from the Cerberus, that towards the latter part of the action ſome of their frigates fired whole broadſides without ſhot. Unfortunately, the Arethuſa had parted company from Captain Macnamara only the day before, otherwiſe there could remain no doubt but that ſome of the frigates, and part, if not the whole of their convoy would have been taken or deſtroyed.

On the 30th of October, the Beaufoy navy victualler, Atkins maſter, on her paſſage to Plymouth with wine for the fleet, was captured by a French privateer, which put on board ſeven Frenchmen, and put Atkins and his mate



into the hold. Soon after they perceived through the gratings, that five of the Frenchmen had got into the boat alongſide, upon which they cut the laſhings, jumped upon deck, ſeized from the binnacle a piſtol each, drove the two Frenchmen overboard, and cut the boat adrift with the other five. They then ſteered for Plymouth, where they arrived ſafe. A. D. 1799

On the 1ſt of November, a court-martial was held on board of his Majeſty's ſhip Expedition, in Sheerneſs harbour, to try Captain Ayſcough, his officers, and ſhip's company, for the loſs of his Majeſty's ſhip Blanche. The court was compoſed of the following members:

Preſident,
Captain George Dumſdaine.

Captains,

Edward James Foote,	John Cooke,
Stephen George Church,	William Parker,
James Bowen,	William Lake,
George Eyre,	J. Bradby,
William Ogilvie,	J. K. Shephard.

John Bakie, Judge Advocate.

The Court having enquired into the cauſe and circumſtances of the loſs of the Blanche; and having heard read Captain Ayſcough's narrative of the ſame, as ſet forth to Captain Lawford, of his Majeſty's ſhip Romney; as alſo what he had further to ſtate, and examined the evidence in ſupport of the ſame. The Court was of opinion the ſhip was run on ſhore through the entire fault of the pilot; that every exertion neceſſary was made, and profeſſional ſkill ſhewn, by the captain, officers, and company of the Blanche to get her off, and afterwards to ſave the lives of the people and the ſtores, greatly to their credit. The Court, therefore, moſt honourably acquit Captain Ayſcough, the officers and crew of the late Blanche.

On the 6th of November the merchants of London addreſſed the following letter to Earl St. Vincent on the reeſtabliſhment of his health.

" My Lord,

" I have the honour, by deſire, and in the name of the merchants of London, and the merchants and manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the ſouthern parts of Europe, (unanimouſly de-

A.D 1799 termined and directed, by their reſpective committees,) to expreſs the warm intereſt they take, in the ſpeedy and perfect re-eſtabliſhment of your Lordſhip's health, and their earneſt wiſh and prayer for the long preſervation of a life of ſuch importance to the Britiſh empire.

" In common with their fellow ſubjects, they have felt the advantage which this country has derived from the gallantry diſplayed by your Lordſhip on various occaſions; and as merchants an additional degree of obligation, for the zealous attention which your Lordſhip has ſhewn, on every occaſion, to the ſupport and protection of its trade and commerce, and for which they requeſt your Lordſhip to accept their grateful thanks.

" It affords me, my Lord, the moſt heartfelt ſatisfaction to be charged with communicating to your Lordſhip, ſentiments replete with veneration, applauſe and gratitude; ſentiments ſo juſtly merited by your Lordſhip, and ſo cordially felt by the highly reſpectable body of the merchants and manufacturers, whom, in their mercantile profeſſions, I have had the honour for ſeveral years paſt to repreſent.

" Permit me alſo to avail myſelf of this opportunity of acknowledging the obligations, for which I am perſonally indebted to your Lordſhip, and to ſubſcribe myſelf with eſteem and reſpect,

" My Lord,
" Your Lordſhip's moſt obedient
" and moſt humble ſervant,
" (Signed) JOHN TURNBULL.

" *London*, *Nov.* 6, 1799.

" Admiral the Earl St. Vincent.

To which his Lordſhip made the following Reply:

" SIR,

" I am highly honoured and gratified, by the approbation of the merchants of London, and the merchants and manufacturers of Leeds, Halifax, Exeter, Birmingham, and Norwich, trading to the ſouthern parts of Europe; and by the warm intereſt they take in the recovery of my health, conveyed in your obliging letter of yeſterday.

" The protection of the trade and commerce of the country, I have ever conſidered a principal object of my public duty, and felt fully recompenſed when any efforts in the

the diſcharge of it were attended with ſucceſs; for on the A.D.
proſperity of our commercial navigation, the ſummit which 1799
Great Britain has reached can only be maintained.

" I avail myſelf of this occaſion to acknowledge the advantage I have derived from your inſtructive correſpondence; and I have the honour to be, with great regard and eſteem,

" Sir, your moſt obedient humble ſervant,

Rochetts, Nov. 7, 1799. " (Signed) ST. VINCENT."

" To JOHN TURNBULL, Eſq.
Chairman of the Merchants
trading to the ſouthern parts
of Europe."

On the 16th of November, L'Eſpion frigate *armée en flute*, having on board a detachment of Ruſſian troops on her return from the Helder, ſtruck on the Goodwin Sands, and was loſt. The troops and crew were ſaved by the Deal and Ramſgate boats.

On the 20th of November Vice Admiral Lord Keith ſailed in the Queen Charlotte from Plymouth, to take command of the fleet in the Mediterranean.

On the morning of the 23d the Marquis of Granby, of Sunderland, S. Urwin, maſter, was captured in croſſing the Kentiſh Knock, by a French lugger privateer. The maſter and two men were put into the Frenchman's boat, in order to be conveyed on board the privateer which was giving chace to another veſſel, and by carrying a preſs of ſail, in a ſhort time left the boat nearly five miles a-ſtern: this circumſtance induced Mr. Urwin to conceive it practicable to retake his own veſſel, and wreſting a ſword out of the hands of the officer in the boat, he compelled the French ſailors to row him back to the Marquis of Granby. He gallantly boarded her ſword in hand, and ſoon cleared the deck of the Frenchmen, who precipitately plunged into the ſea, and were picked up by their countrymen in the boat. Mr. Urwin proceeded on his voyage; but what became of the French ſailors and the boat was not known. The Committee of the Navigation Policy Company, in which the veſſel was inſured, as a reward for Mr. Urwin's bravery and merit, preſented him with a piece of plate with a ſuitable inſcription.

On the 21ſt of November, Lieutenant T. Searle, in the Courier cutter, being on a cruize off Loweſtoffe, fell in

A D. 1799 with, and after a ſmart action of fifty minutes, captured Le Guerrier French cutter privateer of 14 guns, and 44 men, four of whom were killed, and ſix wounded. The Courier had her maſter killed, and two men wounded.

On the 25th Captain Roſe, late of L'Eſprion, was tried by a court-martial on board the Overyſſel in the Downs, for the loſs of the above ſhip on the Goodwin Sands. The pilot was ſentenced to be impriſoned for ſix months and a day, and rendered incapable of taking charge of any of his Majeſty's ſhips for the time to come, and the maſter ſuſpended. Captain Roſe, his officers and crew, were honourably acquitted.

The commiſſioners of the navy ordered thirty-three of the moſt deſerving of the ſhipwrights, which ſhould be recommended to the board from the dock-yards, to be rewarded with the privilege of a ſervant each.

On the 3d of December the Racoon ſloop of war, Captain R. Lloyd, captured, after a running fight, L'Intrepide French lugger privateer of 16 guns and 60 men, 13 of whom were killed and wounded. The Racoon was much ſhattered in her ſails and rigging; Captain Lloyd and one man ſlightly wounded.

On the 4th of December the Revenge privateer ſchooner, commanded by Mr. Robert Hoſier, was attacked in Vigo Bay by four Spaniſh privateers, two ſchooners, a brig, and a lugger, mounting from four to fourteen guns. The wind being ſoutherly, the Revenge kept up a running fight till ſhe got clear of the iſlands to the northward, which laſted about fifteen minutes; when one of the ſchooners having loſt her main-maſt, gave up the chace, and the other three immediately hauled their wind. The Revenge having ſuffered much in her rigging and ſails, it was not in Mr. Hoſier's power to chace to windward; he therefore made ſail to the N. W. At two P. M. a ſchooner was ſeen to the weſtward, to which he gave chace; at three he got alongſide of her, and obſerving ſhe had Spaniſh colours hoiſted, Mr. Hoſier deſired her to ſtrike, which was anſwered by a broadſide; a briſk action enſued, and continued about an hour, when the enemy blew up. The crippled ſtate of the Revenge made it ſome time before a boat could be got out, when they picked up eight of the crew, who informed Mr. Hoſier, that ſhe was the Brilliant, of eight

eight guns and 63 men, failed that morning from Pontevedra on a cruize off Oporto. A.D. 1799

On the 4th of December a court-martial aſſembled on board his Majeſty's ſhip Gladiator, in Portſmouth harbour, to try Lieutenants John M'Kenzie, of the Prothée, and John Lowe, of the San Damaſo priſon ſhips, in conſequence of a repreſentation made by Mr. Daniel Roſs, late maſter of the Portland priſon ſhip, in a letter dated the 3d inſtant, of certain irregularities on board the priſon ſhips in Porcheſter Lake, which were examined into by Captains John Child Purvis, Francis Pickmore, and J. Mullock, who reported, that they had made particular enquiry into the circumſtances ſet forth in Mr. Roſs's ſaid letter, and were informed, that with reſpect to ſpirits and other articles ſold in the Prothée, ſmall quantities of the former had, at times, been brought for the French officers; that ſtrong beer was brought on board in caſks, four and ſix at a time, of eighteen gallons, and permitted to be ſold by Frenchmen, and people of the ſhip, to the priſoners; that they had in general paid Lieutenant M'Kenzie for the ſaid beer at one ſhilling per gallon, he paying the brewers for the whole; and the perſons who ſold it to the priſoners in the Prothée charging four-pence per quart; but that they were not able to find out whether Lieutenant M'Kenzie had any benefit ariſing therefrom.

That, in their enquiry on board the San Damaſo, they were informed that beer had been brought on board that ſhip in eighteen gallon caſks, three or four at a time, and had been ſold to the priſoners by Serjeant Burke's wife, of the marines, and by Lieutenant Lowe's direction, at five-pence per quart; that the priſoners complained of paying too much for it, and the lieutenant directed it to be ſold at four-pence per quart; that there was on board a ſhop for ſelling vegetables, &c. to the priſoners; and that Lieutenant Lowe had prevented a competition, becauſe it would ſpoil the profit of it; and that ſeveral of the perſons examined were of opinion that the Lieutenant received benefit from the ſale of the articles above-mentioned.

The Court was compoſed of the following members:

Preſident,

Rear Admiral Sir Charles Cotton, Bart.

Rear Ad. Sir R. Bickerton, Bt. Captain T. Totty,

Captain

A.D. 1799

Captain T. Wells,	Captain J. C. Purvis,
—— J. Sutton,	—— C. Stirling,
—— D. Fancourt,	—— F. Pickmore,
—— T. Foley,	—— R. C. Reynolds.
—— C. Boyles,	—— Edward Riou.

M. Greetham, Esq. Judge Advocate.

Having examined the evidence on the part of the profecution, as well as in defence of Lieutenant M'Kenzie and Lowe;

The Court was of opinion, that the charge had not been proved againſt Lieutenant M'Kenzie, but appeared to be malicious and ill-founded, and did adjudge him to be acquitted.

That the charge had been in part proved againſt Lieutenant Lowe, and adjudged him only to be ſeverely reprimanded, and admoniſhed not to ſuffer beer or other articles to be ſold on board, by, or for the benefit of any of the officers.

On the 6th Lieutenant John Horroden, of his Majeſty's ſhip Amazon, was tried by a court-martial for drunkenneſs; the charge being in part proved, he was adjudged to be diſmiſſed from his ſhip, and to be deprived ten years of his rank as a lieutenant.

The Conſular Government in France having refuſed to provide any longer proviſions for their priſoners in England, the following is an exact report of the number delivered by the French Commiſſary to the Tranſport Board, on the 21ſt of December.

Plymouth -	7,477
Portſmouth -	10,128
Liverpool -	2,298
Stapleton -	693
Chatham -	1,754
Yarmouth -	50
Edinburgh -	208
Norman Croſs -	3,038
Total	25,646

The

		A.D.
The number of Britiſh priſoners at this time in France amounted to about -	1470	1799
Ruſſians taken in Holland victualled at the expence of Great Britain,	890	
Total	2,360	

The French government having alſo refuſed to clothe their priſoners in this country, conformable to the general uſage in ſuch caſes, a long correſpondence was entered into between the two nations on the ſubject, pending of which ſeveral of theſe poor wretches ſuffered extreme diſtreſs, and indeed many fell victims to the unfeeling and inhumane treatment of their own government, whoſe battles they had fought, and in the protection of which they were thrown into their preſent miſerable ſituation.

Finding at length that the frequent communications made by his Majeſty's commands to the French government had no effect; and conſidering them no longer ſimply as French priſoners, with a reference to the uſages of war between civilized nations, but as deſtitute fellow creatures abandoned by that government, and as ſuch had no hope left but from the compaſſion of this country, his Majeſty was therefore, out of his great goodneſs, graciouſly pleaſed to direct that warm clothing proper for the ſeaſon ſhould be provided for all the French priſoners detained in Great Britain, as the only means of alleviating their diſtreſs, and putting a ſtop to the ſickneſs and mortality which was too prevalent among them. This order was dated the 1ſt of January, 1801.

On the night of the 24th of December his Majeſty's frigate the Ethalion, of 38 guns, was wrecked on the coaſt of France; Captain John Clarke Searle, her commander, gave the following narrative of her loſs:

"At four P. M. Point Le Cleure bore S. E. by E. three or four leagues; ſtanding off and on, off St. Matthews, with an intention of beating to windward in the morning, to reconnoitre the poſition of the enemy's fleet, a ſervice I was particularly anxious to perform, as I knew no opportunity had occurred for that purpoſe ſince the 18th of December, when the Fifhguard, Ethalion, and Sylph, were all driven off the coaſt by a hard gale of wind, and I knew the Fifhguard could not have regained her ſtation at that time. At eight

A.D. 1799 eight o'clock I gave the uſual neceſſary directions and precautions to the officer of the watch, and to the pilot, for keeping the ſhip in a proper ſituation during the night; and to inform me if any change of wind or weather took place; and whenever the pilot wiſhed the ſhip to be put on the oppoſite tack; and at the end of each watch to acquaint me (as was the cuſtom every night,) with the ſituation of the ſhip with reſpect to the diſtance from the land, St. Matthew's light then (at eight P.M.) bore E. by N. about three leagues; the ſhip then ſtanding to the ſouthward, under her trebled reefed top ſails, fore-top maſt ſtay ſail, and mizen ſtay ſail, with the wind S. E. and lying up S. S. W. going a knot and a half. At half paſt ten ſhe was, by deſire of the pilot, again wore. At twelve the light bore N. E. by E. three or four leagues; at which time Lieutenant Jauncey told me there was not much wind, and I directed a reef to be let out of the top ſails, and the jibb to be looſed, to be in readineſs to make ſail at a moment's warning, which order was complied with. At half paſt one A. M. the light bearing E. N. E. between five and ſeven miles, Lieutenant Quillim, the officer of the watch, acquainted me it was the deſire of the pilot to wear again, and ſtand to the ſouthward till four o'clock, as there was but little wind; but at ten minutes paſt three, although the ſhip had not gone more than two miles from the time of her being wore, and the light was then in ſight, and bearing N. E. by E. (the night very dark) the rocks were diſcovered cloſe a-head; and in attempting to wear clear of them, the ſhip ſtruck, when I ordered the hands to be turned up, and got the pumps to work, and the boats out, ſent the maſter to ſound; ſtarted the water, threw the guns overboard, and uſed every exertion poſſible to get the ſhip off. At four ſhe ſtruck very hard, and knocked away the ſtern-poſt; made ſignals of diſtreſs to the Sylph. At ſix ſhe fell over on the ſtarboard ſide, and bulged. At day-light ſaw the Danae, Sylph, and Nimrod cutter; made the ſignal for boats to aſſiſt: finding ſhe had bulged in ſeveral places, and parted on the ſtarboard ſide amidſhips, and ſeeing the impoſſibility of ſaving any of the ſtores, ſent away the idlers, and firſt diviſion of ſeamen in our own boats to the Danae, Sylph, and Nimrod. At nine Lord Proby came alongſide, and alſo another boat from the Danae, followed by one from the Sylph. The water was now

now over the lee gun-wale, and the greater part of the ſtern totally under water; and it was at this time difficult and dangerous for boats to approach the ſhip, owing to the very great ſurf amongſt the rocks. At eleven o'clock, having got all the people out of the ſhip, the firſt lieutenant, by my directions, ſet fire to her remains; and Mr. Ballinghall, the maſter's mate, cut away her lower maſts; which being done, and after I had ſeen all the commiſſioned officers and maſter into the remaining boat, I was then under the painful neceſſity of abandoning her. The anguiſh of my feelings during the whole of this unfortunate affair, but particularly at the moment when I was obliged to abandon the ſhip, thoſe who have experienced a ſimilar misfortune will readily judge of. I wiſh it was in my power on any other occaſion to deſcribe the very great merit of all the officers and ſhip's company; ſure I am, their exertions, their promptneſs in executing my orders, and the ſteady perſeverance they ſhewed, was never on any other occaſion exceeded: for in no ſimilar inſtance was there ever leſs confuſion. I now think it neceſſary to obſerve, that the ſhortneſs of the days at this ſeaſon of the year makes it utterly impoſſible for any ſhip to reconnoitre the enemy's fleet in Breſt, unleſs ſhe keeps off St. Matthew's during the night: and I need not obſerve how difficult it is to aſcertain the preciſe diſtance of a light, and the uncertainty of keeping a ſhip in a ſafe poſition, without the aſſiſtance of ſome headland, or mark for a croſs bearing; which in this inſtance was prevented, from the extreme darkneſs of the night; for although the bearing of the light is always a ſufficient guide with reſpect to the Parquet and Black Rocks; yet it is of no uſe to avoid the dangers of the Saintes when cruizing within them; and neither myſelf, the maſter, or pilot, thought it poſſible that the light could be ſeen at all at the diſtance of eighteen miles, which the ſhip was from it when ſhe ſtruck, although it was then ſo diſtinct that we did not believe it could have been more than ten or eleven miles diſtant, and this opinion will be corroborated by the teſtimony of all the officers. It is alſo material to obſerve, that the maſter of the Nimrod, who has been ſome time employed in the ſame ſervice off Breſt, was likewiſe on that night ſo deceived by the appearance of the light, that he drove amongſt the rocks at a little diſtance from us, but got off without receiving any material damage. I flatter myſelf the

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A. D. 1799 the above ſtatement will receive the teſtimony and concurrence of thoſe officers who have been employed off Breſt; and that it will afford the moſt ſatisfactory proof, that my wiſh to keep off St. Matthews proceeded from a zealous deſire to fulfil the purport of my orders."

On the 26th Lieutenant Pengelly, in the Viper cutter of 14 guns, and 48 men, being on a cruize in the Channel, after a running fight of two hours, and cloſe action of three quarters of an hour, captured Le Furet French privateer of 14 guns, and 64 men, four of whom were killed; the firſt and ſecond captains, with ſix men wounded. The Viper had only one man wounded.

The Trinity Houſe at Newcaſtle has ordered two leading beacons to be erected on the ſouth ſide of the harbour.

A longitudinal inſtrument has been invented by Mr. Edward Hewling, a farmer in Glouceſterſhire; it is an improvement on Hadley's, or any other quadrant, ſextant, or compaſs, being adapted to any; it is ſimple and eaſy to be underſtood. It gives the number of degrees and minutes to any hours and minutes of time required upon every latitude from any meridian, by inſpection; ſaving the trouble of calculation by logarithms, ſines, and tangents, reckoning ſixty geographical miles to a degree; and the miles and hundredth parts of miles ſet off at the extent of the inſtrument, proving at the ſame time whether the day's work by log is accurate. This gentleman has alſo invented ſome other uſeful inſtruments.

EXPEDITION TO HOLLAND.

Early in the ſummer, an expedition was planned by government; the object of which remained for ſome time a profound ſecret. Large bodies of troops were collected, and ordered to rendezvous at Southampton, under the command of General Sir Ralph Abercrombie; this army was afterwards conſiderably augmented, and ordered to aſſemble at Yarmouth, Ramſgate, and Margate, the whole amounting to about 27,000 men, was commanded by his Royal Highneſs the Duke of York. A large fleet of ſhips of war of every deſcription, under the command of Admiral Lord Duncan, with a numerous fleet of tranſports, were aſſembled at thoſe ports for the purpoſe of embarking the troops. An embargo was alſo laid on all ſhipping throughout the kingdom.

Such

Such formidable preparations made in this quarter, ſoon diſcovered that Holland was the place of deſtination of this powerful armament. A.D. 1799

A treaty was entered into between Great Britain and Ruſſia, wherein it was ſtipulated, that the Emperor of Ruſſia was to furniſh 17,593 men for the expedition to Holland; and in order to facilitate this important enterprize, the Emperor was alſo to furniſh ſix ſhips, five frigates, and two tranſports; which being armed en flute, were to receive as many troops as they ſhall be able to contain, the remainder of the corps were to be embarked on board of the Engliſh or other tranſport veſſels, freighted by his Britannic Majeſty.*

Theſe Ruſſian ſhips and frigates were lent to Great Britain on the following conditions: viz.

1ſt. There ſhall be paid by England, upon their quitting the port of Cronſtadt, in order to go to the place of rendezvous, which is Revel, the ſum of 58,976l. 10s. ſterling a month, as a ſubſidy for the expences of equipment, &c. for three months, to be computed from the days, as it is above ſtated of their departure from Cronſtadt.

2dly. After the expiration of theſe three months, his Britannic Majeſty ſhall continue the ſame ſubſidies, that is to ſay, of 19,642l. 10s. ſterling a month.

3dly. Independently of this pecuniary ſuccour, his Britannic Majeſty ſhall provide for the ſubſiſtence of the crews, and the officers and ſailors ſhall be treated on the ſame footing, as are the Engliſh officers and ſailors in time of war, and as are the Ruſſian officers and ſailors who are at preſent in the ſquadron of his Imperial Majeſty, which is united to the Engliſh ſquadron.

4thly. All theſe ſtipulations ſhall have full and entire effect, until the return of the above mentioned ſhips and frigates into Ruſſian ports.

If it ſhould happen, contrary to all expectation, that thoſe ſix ſhips, five frigates, and two tranſport veſſels ſhould not be able, through ſome unforeſeen event, to return to Ruſſia, before the cloſe of the preſent campaign, his Britannic Majeſty engages to admit them into the ports of England, where they ſhall receive every poſſible aſſiſt-

* Appendix, Chap. II. No. 379.

ance,

A.D. 1799 ance, both for neceſſary repairs, and for the accommodation of the crews and officers.

As the ſix ſhips, five frigates, and two tranſport veſſels abovementioned, having been originally intended for another deſtination, were furniſhed with proviſions for three months, his Britannic Majeſty, inſtead of furniſhing them in kind, as it is ſtated in the 2d article, engages to pay, according to an eſtimate which ſhall be made, the value of theſe proviſions. With regard to the officers, his Majeſty the King of Great Britain, will adopt the ſame principle as has been followed until the preſent time, reſpecting the officers of the Ruſſian ſquadron which is joined to the naval forces of England. That ſhall ſerve as a rule for indemnifying them for the preparations they have made for the campaign, ſuch as it had been originally intended to take place

Great Britain to pay Ruſſia, 88,000l. ſterling, for the uſe of the 17,593 troops—44,000l. of which was to be paid when the troops were ready to embark at Revel, and the remainder three months afterward. A ſubſidy alſo of 44,000l. a month, to be computed from the day the abovementioned troops were ready.

His Britannic Majeſty to furniſh horſes for the officers, artillery, and baggage. In caſe the Ruſſian troops cannot return to their own country during the favourable ſeaſon, Great Britain to find them good quarters in her dominions.*

On the 12th of Auguſt, the firſt diviſion of the troops, under the command of Lieutenant General Sir Ralph Abercrombie, ſailed from Yarmouth Roads, eſcorted by a ſquadron of ſhips of war, the whole making about 200 ſail,

* At their return from Holland, they were ſent to the iſlands of Jerſey and Guernſey, where they remained until the ſpring, when they were brought from thence in the Britiſh tranſports, and ſent in their own ſhips of war to Ruſſia.

Captain Home Rigg Popham, of the navy, was ſent to Cronſtadt, in the Nile lugger, to ſuperintend and facilitate the embarkation of the Ruſſian troops. Whilſt there, the Emperor Paul with the royal family, went on board the lugger. He was ſo much gratified at the reception and amuſement afforded him, that on his return on ſhore, he conferred on Captain Popham, the order of St. John of Jeruſalem, and preſented him with an elegant ſnuff-box ſet with diamonds; the Empreſs alſo gave him a valuable ring. To Lieutenant Pratt, commander of the Nile, the Emperor preſented a gold ſnuff-box, and her Imperial Majeſty a gold watch and chain.

charged

commanded by Vice Admiral Mitchell. On the 15th, Admiral Lord Duncan joined the fleet. Tempeſtuous weather and adverſe winds prevented the fleet reaching the coaſt of Holland until the 20th. On the next day, Captain Winthorp, of the navy, and Colonel Maitland, were ſent in the Cobourg cutter, with a flag of truce to the Dutch Admiral Storey, and Colonel Guilquin, who commanded at the Helder. They were charged with a ſummons to them, from Lord Duncan, a copy of the declaration made by the Prince of Orange, and a proclamation addreſſed to the Dutch people, by Sir Ralph Abercromby, of which the following are copies. A.D. 1799

" *On board his Britannic Majeſty's ſhip, Kent, 20th Auguſt*, 1799.

" Sir,

" More than 20,000 men being at this moment diſembarked at the Helder, who will be followed by many others; you have now a favourable opportunity of manifeſting your zeal for your legitimate ſovereign the Prince of Orange, by declaring for him, together with all the ſhips which may chuſe to follow your example. All thoſe who ſhall declare for him in like manner, hoiſting the Orange flag, ſhall be conſidered as allies and friends. As ſoon as I ſhall have made Sir Ralph Abercromby, commander in chief of the Britiſh land forces, and Admiral Mitchell, who commands the naval part of the expedition under me, acquainted with this declaration; all the ſhips which are deſirous of ſo doing, may come out and join me; they will be treated with the moſt ſincere friendſhip as allies, and will be received in the boſom of the Engliſh fleet, with which they may remain until they ſhall receive the commands of the Prince of Orange, with reſpect to the conduct which they are to purſue.

" I have the honour to be, &c.

" DUNCAN."

P. S. " The bearer of this letter, Captain Winthorp, is commiſſioned to aſſure the officers of the Batavian fleet of my eſteem for them.

" DUNCAN."

A.D. 1799

PROCLAMATION.

By his Excellency, SIR RALPH ABERCROMBY, *K.B. &c. &c. &c.*

" Lieutenant General Sir Ralph Abercromby being entruſted by his Majeſty, the King of Great Britain, the ancient and good ally of the United Provinces, with the command of a body of Britiſh troops to be employed in delivering theſe provinces from the degrading tyranny of the French republic, has received his Majeſty's command to make this public and explicit declaration of the intention of his Majeſty, and of the auguſt ſovereigns who are united with him in this great work.

" It is not as enemies, but as friends and deliverers, that the Britiſh troops enter the territory of the United Provinces. It is to reſcue the inhabitants of this once free and happy country from the oppreſſion under which they now groan; to protect their religion from the intolerant and perſecuting ſpirit of infidelity and atheiſm; to deliver their civil government from the deſpotiſm of a rapacious anarchy, and to re-eſtabliſh their ancient liberty and independence, by reſtoring to them the benefits of that conſtitution, for which under the auſpices of the illuſtrious houſe of Orange, their anceſtors fought and conquered; and in the enjoyment of which they ſo long flouriſhed in friendſhip and alliance with Great Britain.

" For this object, and under the ſame auſpices, his Majeſty doubts not that the ancient valour and energy of the Dutch nation will be now exerted with the ſame ſpirit and ſucceſs. The hand of Providence has already ſhewn itſelf in the deliverance of a great part of Europe, from thoſe miſeries in which the arms and principles of the French republicaniſm have for a time been permitted to involve it. The force which his Majeſty has confided to Lieut. Gen. Abercromby, and thoſe which his Majeſty's allies have deſtined to the ſame object, are abundantly ſufficient for the protection of thoſe who ſhall ſtand forth in the cauſe of their country. It is principally by the efforts of the Dutch nation, that theſe ſovereigns wiſh the deliverance of the republic to be accompliſhed. In the ſteps that are to lead to this ſalutary end, his Majeſty earneſtly recommends to all the inhabitants of provinces, union and concord. Forgiveneſs of the paſt, and a determined reſolution

lution to protect againſt every tumultuous and vindictive excefs, the lives and properties of their fellow citizens, even thoſe whoſe errors of miſconduct have contributed to the calamities of their country; but whom the irreſiſtable conviction of experience ſhall now unite in this great cauſe. A. D. 1799

On theſe principles, and in this ſpirit, the Britiſh army will conduct itſelf among a people whom Engliſhmen have long been accuſtomed to regard as their friends and allies; but if from henceforth there ſhall be found any Dutchmen, who by their adherence to the oppreſſors of their country, at the moment, when by the bleſſing of God, its deliverance is at hand, ſhall ſhew themſelves unworthy of the bleſſings of tranquility, of lawful government, and of religious and civil liberty; thoſe and thoſe alone, his Majeſty's troops will conſider and treat as decided and irreconcileable enemies, not only to his Majeſty, and his allies; but to the proſperity of their own country, and to the general intereſts and ſafety of Europe.

(Signed)

"RALPH ABERCROMBY,
"Lieutenant General."

(Counterſigned)

"FREDERICK MAITLAND,
"Secretary to the Commander in Chief."

Tranſlation of the Prince of Orange's Proclamation.

"We, WILLIAM, by the Grace of God, Prince of Orange and Naſſau, Hereditary Stadtholder, &c. &c. &c. to all thoſe to whom theſe preſents ſhall come greeting.

"DEAR COUNTRYMEN,

"The long wiſhed for moment when you are at laſt to be delivered from ſo many calamities under which you have ſuffered for more than four years paſt, is, we hope, arrived, and we enjoy the ſatisfaction again to addreſs you under that pleaſing proſpect. It would be ſuperfluous to enumerate the different hardſhips under which you have groaned ever ſince the violence you ſuffered in conſequence of the French invaſion, and the events which have followed it. If cruel experience has made you feel them but too

A. D. 1799 ſeverely; and if our ardent wiſhes could have been ſooner fulfilled, you would have been relieved long ago from that intolerable burthen. We have been but too long obliged to confine ourſelves to deploring your fate in ſilence, without having it in our power to alter it; at laſt that time is come: His Majeſty the King of Great Britain, moved by his affection and friendſhip towards the Republic of the United Provinces, and pitying your misfortunes, has taken the generous reſolution, has ſoon as the general circumſtances of Europe have allowed it, to employ in concert with the allies vigorous meaſures for your deliverance. The military force which is now ſent for that purpoſe, is to be followed by ſtill more numerous troops.

" The object of this expedition is made known to you in the name of his Britannic Majeſty, by the commander of the firſt body of troops, which is to open this glorious career.

" Thoſe troops do not come to you as enemies, but as friends, and deliverers, in order to reſcue you from the odious oppreſſion under which you are held by the French government, and by the French troops; and to reſtore you to the enjoyment of your religion and liberty; thoſe invaluable bleſſings for which with the divine aſſiſtance your and our own anceſtors fought and conquered! Heſitate not, therefore brave inhabitants of the United Provinces, to meet and aſſiſt your deliverers; receive them among you as friends and protectors of the happineſs and welfare of your country; let every difference of political ſentiments and opinions vaniſh before this great object; do not ſuffer the ſpirit of party, nor even the ſenſe of the wrongs you may have ſuffered, to induce you to commit any acts of revenge or perſecution. Let your hands and your hearts be united, in order to repel the common enemy, and to re-eſtabliſh the liberty and independence of our common country. Let your deliverance be as much as poſſible your own work: you ſee already, and you will experience it ſtill more in future, that you may depend on being vigorouſly and powerfully aſſiſted. As ſoon as the firſt efforts which are making towards your delivery, ſhall have acquired ſome conſiſtency, our dearly beloved ſon, the hereditary Prince of Orange, who is in poſſeſſion of our entire confidence, and is deſerving of yours, and who is perfectly well acquainted with our intentions, will join you, put

put himſelf at your head, and following the ſteps of our illuſtrious anceſtors, ſpare neither his property nor his life, in order to aſſiſt you, and for your ſake in bringing this great undertaking to a ſucceſsful iſſue. We ourſelves alſo, will then as ſoon as circumſtances ſhall allow it, proceed to join you. And as we have always conſidered our own happineſs as inſeparably connected with that of our dear country; we will then, after ſeeing your laws and priviliges reſtored, and yourſelves re-eſtabliſhed in the poſſeſſion of thoſe benefits which belong to a free people, under a lawful government, make our greateſt and heartfelt ſatisfaction conſiſt (under the divine bleſſing); in the advancement of the public, and of the proſperity and welfare which formerly made our once happy country an object of admiration to the ſurrounding nations. A.D. 1799

"Done in the Palace of Hampton Court,
the 28th July, 1799.
(Signed) "W. PRINCE of ORANGE."

To Admiral Duncan's ſummons, Admiral Story made the following reply.

"The commander in chief of the Batavian fleet, to Admiral Duncan, commander of the Engliſh fleet, in the North Sea.

"*On board the Waſhington, Texel Road, Auguſt 22d,* 1799.

"Admiral,

"I ſhould be unworthy of Lord Duncan, and ſhould forfeit the eſteem of every honeſt man, were I to accept the propoſal you make me. I know the duty which I owe to the flag, I obey, and to my country: were your force double, my ſentiment would ſtill remain the ſame. Your lordſhip may therefore expect from me a defence worthy of my nation, and of my honour. I ſhall however, immediately ſend your ſummons to my government, and if you pleaſe to await its determination, I will inform you of the reſult.

"Be aſſured, my Lord,
That I am, with eſteem,

"STOREY."

A.D. 1799 The following is the Meſſage of the Executive Directory to the Firſt Chamber of the Repreſentative Body, with the Anſwer ſent to Lord DUNCAN, in conſequence of the above Summons.

"HAGUE, 23*d Fructidor.*

"*The Executive Directory of the Batavian Republic, to the Firſt Chamber of the Repreſentative Body of the Batavian People.*

"Citizens Repreſentatives,

"After having laſt night informed your Preſident, and this morning early your Aſſembly, of the appearance of an Engliſh fleet off the Texel Roads, we have deliberated more maturely on the reply which the commander in chief of the Republican fleet ſhall give to the letter, and the ſummons of Lord Duncan, to which he has merely ſent a proviſional reply; in conſequence of which we have commiſſioned the agent of the marine to reply to the ſaid letter and ſummons, in the manner which you will ſee by the extract of our reſolutions, which we join to this meſſage, not being willing to fail in giving you information.

"Health and reſpect, E. EMERINS."

By order of the Directory,

"HULTMAN."

Extract from the Regiſter of the Deliberations of the Executive Directory of the Batavian Republic

"23*d of Auguſt, Five o'Clock in the Morning.*

"The Executive Directory having read an Addreſs written by the Miniſter of the Marine this morning at a quarter before three o'clock, in which he ſtates the appearance of the Engliſh fleet before the Texel, and the ſummons of Admiral Duncan, decree, that the agent of the marine ſhall be commanded to make, in the name of the government, by means of the commander in chief of the fleet, the following anſwer to Admiral Duncan.

"That the Engliſh admiral has formed an erroneous ſuppoſition, in his letter of the 20th of this month, which he addreſſed to him, in which he ſtates that General Abercromby had diſembarked with 20,000 men at the Helder; that diſpoſitions had been made to make him repent of this enterprize; and that even if the diſembarkation had ſucceeded,

ceeded, that would not induce the brave and faithful commanders of the Batavian ſhips to ſurrender to a hoſtile power, as they are diſpoſed to put in force every means of defence to protect the Batavian flags, and from which they expect the happieſt reſult. The anſwer already given by the commander of the Batavian fleet, and from which Lord Duncan might have anticipated the preſent, with which it agrees in ſubſtance, would have been deemed ſufficient, if the conduct of one of the officers who brought the ſummons, did not deſerve to be reported to Lord Duncan, in the perſuaſion that it will not only be diſavowed by him, but ſeverely puniſhed; that that officer having taken advantage of the opportunity to put into the hands of one of the Batavian officers who fell in his way, a pretended proclamation in Dutch and Engliſh, the object of which was to ſeduce and alienate, if poſſible, the minds of the inhabitants of the Batavian Republic from the confidence which they repoſe in their Conſtituted Authorities; but this perfidious conduct having been diſcovered after the departure of the Engliſh officer, it was not poſſible to ſeize him as a ſeducer of the military; that it was expected no ſuch proceedings in future ſhould take place, as otherwiſe thoſe who ſhould behave in a manner ſo inconſiſtent with the laws of war, muſt be anſwerable for the fatal conſequences; and that henceforth no flags of truce could be received, the object of which was merely to bring ſummonſes and meſſages, which patriotiſm requires ſhould be rejected. In future, therefore, thoſe who bring theſe proclamations, will be conſidered not as the bearers of a flag of truce, but as priſoners of war." A.D. 1799

Contrary winds and bad weather prevented the fleet from gaining the coaſt until the 26th, on which day it anchored along the coaſt from the mouth of the Texel as far as Gallants-Oze. On the following morning at three o'clock the troops were all in the boats, and landed under cover of a warm and well-directed fire from the gun brigs, ſloops of war and bomb veſſels. The enemy made but little oppoſition to the landing; but ſoon after a ſevere conflict enſued, which terminated in a complete route of the enemy, who retired to his former poſition at Keeten. This gave the Britiſh the entire poſſeſſion of the whole neck of land between Kirk Down, and the road leading to Alkmaar. General Daendels finding himſelf cut off from the Helder,

A.D. 1799 fent orders for the commander to evacuate the fortrefs and join him. The next morning this important poft, with feven fhips of war lying in the Nieuve Diep, and the naval magazine, were taken poffeffion of by the Britifh.* The lofs fuftained by the Britifh in this attack amounted to one lieutenant-colonel, one fubaltern, three ferjeants, 51 rank and file killed; one lieutenant-general, one colonel, one lieutenant colonel, one major, nine captains, fix fubalterns, 28 ferjeants, one drummer, 334 rank and file wounded; 26 rank and file miffing.

The falling of the Helder opened the Texel to the fleet; Admiral Mitchell therefore, loft no time in making the neceffary difpofitions for attacking that of the enemy, which was lying at anchor in a line at the Red Buoy, near the Vlieter; for this purpofe he got under fail, and ftood up in the line of battle a-head;† the Ratvifon, Ruffian, and America, Britifh fhips of the line, with the Latona frigate took the ground; which obliged the admiral to clofe his line. As the fleet was ftanding in, the admiral difpatched Captain Rennie, of the Victor, with the following fummons to Admiral Storey, viz.

"*Ifis, under fail in line of Battle, Auguft* 30, 1799."

"SIR,

"I defire you will inftantly hoift the flag of his Serene Highnefs the Prince of Orange: if you do, you will immediately be confidered as friends of the King of Great Britain, my moft gracious Sovereign; otherwife take the

* A lift of men of war, &c. taken poffeffion of in the Nieuve Diep.

Ships.	*Guns.*
Broederchep (guardfhip) -	64
Vofwagting -	64
Heldin - -	32
Hector -	44
Venus - -	24
Dalk - -	24
Minerva - -	24

And about 27 Indiaman and Tranfports.

† Appendix, Chap. II. No. 382.

consequence. Painful it will be to me for the loss of blood it may occasion; but the guilt will be on your own head. A.D. 1799

"I have the honour to be, &c.

(Signed) "ANDREW MITCHELL,

"Vice Admiral and Commander in Chief of his Majesty's Ships employed on the present expedition."

"*To Rear Admiral* STOREY, *or the Commander in Chief of the Dutch Squadron.*"

Captain Rennie,* on his way, picked up a flag of truce with two Dutch Captains, coming from their admiral to Admiral Mitchell, whom he carried on board the Isis; after a few minutes conversation, at their earnest request, the admiral anchored in a line, a short distance from the Dutch squadron; and sent the Dutch captains back to their admiral, with positive orders not to alter the position of the ships, nor do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than that time they returned with a verbal message that they submitted according to the summons. Admiral Storey sent the following written reasons for his submission:

"*On board the Washington, anchored under the Vlieter, August* 30, 1799.

"Admiral,

"Neither your superiority, nor the threat that the spilling of human blood should be laid to my account, could prevent my shewing you to the last moment what I could do for my Sovereign, whom I acknowledge to be no other than the Batavian people, and its representatives, when your Prince's and the Orange flags have obtained their end. The traitors whom I commanded refused to fight; and nothing remains to me and my brave officers, but vain rage and the dreadful reflection of our present situation; I therefore deliver over to you the fleet which I commanded. From this moment it is your obligation to provide for the safety of my officers, and the few brave men who are on

* In 1801 commanded the Invincible of 74 guns, and perished when that ship was lost.

board

A.D. 1799 board the Batavian ſhips, as I declare myſelf and my officers priſoners of war, and I remain to be conſidered as ſuch."

" I am, with reſpect,
" S. STOREY.

" *To Admiral Mitchell, commanding his Britannic Majeſty's Squadron in the Texel.*"

Poſſeſſion was immediately taken of the Dutch fleet, and a Britiſh officer ſent on board of each, in order to maintain peace and order among the crew. Admiral Mitchell iſſued the following manifeſto:

" *Iſis, Auguſt* 30, 1799.

" The underſigned Vice Admiral, in the ſervice of his Majeſty the King of Great Britain, charged with the execution of the naval part of the expedition to reſtore the Stadtholder and the old and lawful conſtitution of the Seven United Provinces, guaranteed by his Majeſty, having agreed, that in conſequence of the ſummons to Rear Admiral Storey, the ſhips, after hoiſting the ancient colours, will be conſidered as in the ſervice of the allies of the Britiſh Crown, and under the orders of his Serene Highneſs the Hereditary Stadtholder, Captain and Admiral General of the Seven United Provinces, has thought it proper to give an account of this agreement to the brave crews of the different ſhips, and to ſummon them by the ſame to behave in a peaceable and orderly manner, ſo that no complaint may be repreſented by the officer, the underſigned will ſend on board each of the ſhips to keep proper order, until the intention of his Majeſty, and his Serene Highneſs the Prince of Orange, as Admiral General, ſhall be known, for the further deſtination of theſe ſhips, on account of which diſpatches will be immediately ſent off. And to make them aware, that in caſe their conduct ſhould not be ſo as may be expected from the known loyalty and attachment of the Dutch navy to the illuſtrious Houſe of Orange on this occaſion, any exceſſes or irregularity will be puniſhed with the ſeverity which the diſorders may have been committed with.

" (Signed) ANDREW MITCHELL."

At

At the ſame time Captain Winthorpe, of the Circe, took poſſeſſion of thirteen ſhips of war, three Indiamen, and a ſheer hulk, in the New Diep; together with the naval arſenal, containing ninety-five pieces of ordnance.* A.D. 1799

It is poſitively ſaid that the crews of the Dutch ſhips of war manifeſted ſigns of diſaffection and inſubordination the evening preceding the day the Britiſh fleet entered the Texel; and upon admiral Storey making the ſignal to prepare for battle, it broke out into an open revolt and diſobedience to the orders of their officers, whom they ſeized, took poſſeſſion of the magazines, unloaded the guns, and threw the balls and cartridges into the ſea. This is fully confirmed in Admiral Storey's letter to the Miniſter of Marine of the Batavian Republic.

The Dutch ſhips of war a few days after were ſent to England under the eſcort of ſix ſail of Britiſh ſhips of the line and two Ruſſians.†

Admiral Mitchell having no further occaſion for the revenue cutters, diſmiſſed them with the following handſome acknowledgement of the ſervices they rendered the expedition.

"*His Majeſty's Ship Iſis, in the Mars Diep, September* 4, 1799.

"SIR,

"As the ſervice of the revenue cutters is now over, it would be highly improper for me to delay their return; I ſhall, however, keep two to be advice boats.

"I cannot permit them to leave me, without acquainting you of the good conduct of all the cutters; their conſtant activity in obeying every order; and the unremitting zeal they have at all times ſhewn, merits my warmeſt thanks; and I can only ſay, without them and the other boats, we never could have gone on as we have ſo fortunately done.

"I do therefore in the moſt earneſt manner recommend them to your notice. This will be delivered to you by Captain Newland, whom they have choſen to have the honour to preſent you with this. He is a moſt zealous offi-

* Appendix, Chap. II. No. 381.

† Appendix, Chap. II. No. 382.

cer,

A.D. 1799 cer, and will give you every information relative to the nature of the ſervice they have been employed in.

" I have the honour to be,

" Your moſt faithful humble ſervant,

" A. MITCHELL."

" Right Hon. H. DUNDAS."

In the mean time the army under General Abercromby, conſiſting of about 16,000 men, had moved forward and taken poſt behind the Zype, a low and interſected ground, about eight miles in extent, at the entrance of the peninſula, and defended by a dyke, behind which they intrenched themſelves, defending it with a numerous artillery; the advanced poſts of their right extended from Petten to Benigenburg; thoſe of the center a little behind, and parallel to the Great Dyke, were at St. Martin's, Volkoog, and Schagen; thoſe of their left at Havinghuyren and Zydewind. In this poſition the French and Batavian armies, which were compoſed of about 25,000 men, commanded by the Generals Vandamme, Dumonceau, and Daendels, at daybreak on the morning of the 10th of September attacked the Britiſh, and after a moſt ſevere conflict, were repulſed and driven back to their former poſition, with the loſs of nearly 1000 men; that on the ſide of the Britiſh amounted to 37 rank and file killed; one major-general, one lieutenant-colonel, one major, four captains, 5 ſubalterns, two ſerjeants, 135 rank and file wounded; 1 ſerjeant, 18 rank and file miſſing.

On the 12th the Captains Portlock and Bolton, in the Arrow and Wolverene ſloops of war, attacked, and after a gallant action captured eight ſail of Dutch armed veſſels, which were lying in the narrow channel between Flag Iſland and Harlingen.* The Arrow had one man killed;

* BRITISH FORCE.

Arrow, 28, 32 pound carronades.
Wolverene, 14, two of which were long 24 pounders, 160 men.

DUTCH FORCE.

Dragon, 24 guns, ſix 50 pound braſs howitzers, two 32 pounders, ſixteen 18 pounders, long guns. Being too bad to bring off, burnt.
Gier, 14 guns, long 12 pounders.
Two ſchooners, four long eight pounders each.
Four ſchooners, two long eight pounders each.
Number of men 300.

Captain

Captain Portlock and eight wounded. The loſs of the enemy could not be exactly aſcertained. A.D. 1799

On the 13th of September his Royal Highneſs the Duke of York landed at the Helder from on board the Amethyſt frigate; at the ſame time a large body of Ruſſian troops under General Hermann were diſembarked. On the 15th an affair of poſts took place between the two armies. The combined army of Britons and Ruſſians being now reinforced to about 35,000 men, headed by the Duke of York; on the 19th at day break attacked with great fury the whole of the enemy's line, which continued with great violence until the cloſe of day, when the Britiſh were obliged to fall back to their entrenchments at the Zype. The French and Batavian army alſo retired to the ſame poſts it occupied before the battle.

The loſs the Britiſh army ſuſtained, was one lieutenant-colonel, two captains, two ſubalterns, one ſtaff, two ſerjeants, 121 rank and file killed; ſeven lieutenant-colonels, ſix majors, 15 captains, 15 ſubalterns, 20 ſerjeants, two drummers, 364 rank and file wounded; 22 ſerjeants, 5 drummers, 479 miſſing.

The Ruſſian general Hermann was taken priſoner, with about 1500 officers and men killed and wounded.

Lieutenant Rowad, of the royal navy, was wounded; four ſeamen killed, and ſeven wounded.

The Duke of York, in his public diſpatches, expreſſes himſelf highly indebted to Sir Home Popham, and Captain Godfrey, of the navy, for their ſpirited conduct in the management of three gun boats on the canal of Alkmaar.

On the 21ſt Admiral Mitchell ſhifted his flag into the Babet, and proceeded with many of the ſmall armed veſſels and bombs into the Zuyder Zee; on his appearance the towns of Enkhuyſen and Mendenblick ſubmitted, and hoiſted the Orange flag; as did thoſe of Steveren and Lemmer, to Captains Bolton and Boorder, of the Wolverene and Eſpiegle.

On the 28th of September the Blanche frigate, employed to convoy a diviſion of the troops from the Helder, got on ſhore on the Middle on the Sculp Gut, and was totally loſt. A boat belonging to the Dodrecht, ſent to her aſſiſtance, was overſet; the gunner and ſix men were drowned.

On the 6th of October Captain Patrick Campbell, of the Dart ſloop of war, having under his command four armed

A.D. armed veſſels, attacked and brought off four of the enemy's
1799 gun boats, each mounting four guns, and manned with 20 or 30 men, which were lying near the Pampus, without the loſs of a man.

On the 8th Captain Winthorpe, in the Circe, finding he could not get up to a ſloop of war and ſchooner of the enemy's which were lying cloſe under the batteries of Delfzel, diſpatched the boats of the ſhip to board and bring them out, under the command of Lieutenants Maughan and Pawle, who executed this ſervice in a moſt gallant manner without the loſs of a ſingle man, notwithſtanding the enemy's guns were loaded, primed, and matches lighted. The ſhip (the Lynx) mounted 12 guns and 75 men; the ſchooner, (the Perſeus) four guns and 40 men.

On the 9th of October, La Lutine, of 32 guns, Captain Launcelot Skinner, ſailed from Yarmouth Roads with ſeveral paſſengers, and an immenſe quantity of treaſure, for the Texel; in the courſe of the day it came on to blow a heavy gale of wind, and continued the whole of the night, during which the ſhip drove on the outer bank of the Fly Iſland paſſage, and was loſt. The darkneſs of the night, and violence of the gale, precluded all poſſibility of giving her the leaſt aſſiſtance. At day-light not a veſtige of the veſſel was to be ſeen; ſhe had gone to pieces, and every ſoul excepting two periſhed, one of whom died ſoon after of the fatigue he had encountered. The money ſhe had on board is ſaid to have amounted to 140,000l.*

On the 11th Captain James Boorder, of the Eſpiegle, who was left for the defence of the town of Lemmer, at five o'clock in the morning was attacked by a party of the enemy, who attempted to ſtorm the north battery; they were ſoon bravely attacked by the ſeamen with their pikes, ſurrounded them, and the whole amounting to one officer and 30 men, laid down their arms. Captain Boorder had no ſooner ſecured his priſoners, than he was attacked by the remainder of the enemy's force, amounting to 670 men; his own did not exceed 157 ſailors and marines; after a ſevere conteſt, which laſted four hours and a half, the enemy gave way, and fled in all directions. The marines were immediately ordered to purſue them; but the enemy in

* Two ſeamen of the Lutine were picked up by a bye-boat, floating on oars, one of whom died ſoon after his arrival at Yarmouth.

their

their retreat having broken down a bridge, prevented their colours and two field pieces from falling into the hands of the victors. In this conflict 25 of the enemy were killed, and 29 wounded. On the side of the English not a man was hurt. A.D. 1799

On the 2d of October, at six o'clock in the morning, the Duke of York made a general attack upon the whole of the French and Batavian lines; the conflict was long and bloody, continuing till the same hour in the evening, when General Brune was obliged to retire, leaving the combined army masters of the field of battle. The next day it entered Alkmaar, and sent forward the advanced posts parallel to the French and Dutch army towards Haarlem.

The loss the British sustained amounted to one major, five captains, five subalterns, 11 serjeants, 215 rank and file, 44 horses killed; two colonels, two lieutenant-colonels, three majors, 22 captains, 39 subalterns, one staff, 46 serjeants, seven drummers, 980 rank and file, 78 horses wounded; one captain, four subalterns, seven serjeants, three drummers, 178 rank and file, three horses missing. Russians, 170 killed or taken prisoners, 423 wounded, 50 horses killed.

On the 6th the Duke of York again attacked the whole front of the enemy's line, carried Ackersloot, and had advanced as far as Kastricum, when the battle became general; the French and Batavian army being considerably reinforced, suddenly changed the fortune of war, and kept the combined army in check; the action was long and bloody—it continued till night, when the French and Batavian army returned to its position at Beverwick. In this battle the British lost two lieutenant-colonels, two subalterns, three serjeants, one drummer, 85 rank and file, nine horses killed; one colonel, one lieutenant-colonel, three majors, seven captains, 23 subalterns, one staff, 23 serjeants, 673 rank and file, 13 horses wounded; two lieutenant-colonels, one major, five captains, 11 subalterns, 13 serjeants, two drummers, 576 rank and file missing. Russians, 382 killed or taken prisoners; 735 wounded.

The Duke of York finding the great inconvenience and difficulty which must attend his remaining at the post which he at present occupied, assembled a council of war, whose unanimous opinion it was, that the army could no longer maintain

A.D. 1799 maintain its preſent poſition; that it ſhould fall back to the Zype, and wait the further orders of his Majeſty.

The army accordingly fell back; the Duke of York took up his head quarters at Schagenburg, and entered into a negociation with General Brune for the ſuſpenſion of arms, and the unmoleſted evacuation of Holland by the combined armies. General Knox, on the part of the Britiſh, and Roſtollon, chief of the ſtaff, general of brigade of the French and Batavian army were commiſſioned to negociate this treaty.

ARTICLES *propoſed by General* BRUNE *in an Explanatory Note.*

" 1ſt. The Batavian fleet which was ſurrendered to Admiral Mitchell by Admiral Storey, ſhall be reſtored to the Batavian Republic, with its ſtores and crews. In caſe the Duke of York ſhall not be veſted with ſufficient powers to comply with this article, his Royal Highneſs ſhall engage to obtain from his court an equivalent compenſation.

" 2. Fifteen thouſand priſoners of war, French and Batavians, detained in England, ſhall be unconditionally releaſed, and ſent home.

" 3. The batteries and forts of the Helder ſhall be reſtored in the condition in which they were found at the period of the invaſion of the Engliſh and Ruſſian army.

" 4. The army under the command of the Duke of York, ſhall, within forty-eight hours, evacuate the poſition of the Zuyp.

" 5. The troops compoſing the Engliſh and Ruſſian army ſhall be embarked ſucceſſively, and as ſpeedily as poſſible. All the Britiſh ſhipping ſhall quit the Texel, and all the Engliſh and Ruſſian troops be withdrawn from the ſeas, coaſts, and iſlands of the Batavian Republic before the 20th of November next; and ſhall not damage the great ſources of navigation, or occaſion any inundation in the country.

" All ſhips of war, or other veſſels, having on board reinforcements for the combined Engliſh and Ruſſian army, ſhall be put to ſea as ſoon as poſſible, without landing the ſame.

" 7. To guarantee the execution of theſe articles, hoſtages ſhall be given by the Duke of York, to be ſelected amongſt the officers of rank in his army.

His

His Royal Highneſs the Duke of York having made ſuch objections as he judged neceſſary to ſeveral of the above articles, eſpecially to the 1ſt and 4th, which were entirely relinquiſhed by the French general; and in the 2d, that 8000 priſoners ſhould be releaſed; adding, that Admiral De Winter ſhould be conſidered as exchanged; and the time fixed for the final evacuation of the country ſhould be the 30th of November; this convention was agreed to, and ſigned by General Knox, and General of Brigade Roſtollar, on the 20th of October. A.D. 1799

The retreat of the Britiſh and Ruſſian army was followed by the evacuation of the Zuyder Zee by Vice Admiral Mitchell and his flotilla, and from the iſlands and port of the Lemmer.

Before the admiral left Enkhuyſen, he ſent the following letter to the Regency and inhabitants.

" Previous to my quitting this place, I wiſh to expreſs my feelings, to convince you, that it is entirely owing to the ſmallneſs of my forces that I do not remain to make a needleſs defence againſt ſuperior numbers; convinced of your agreeing with me in this point, I have thought proper, after the tidings received from Hoorn and Mendenblick, rather to evacuate the town, than expoſe it to the vengeance of our enemies.

" It is with great concern I ſtate, that the laws of war oblige me to deſtroy your armed ſhipping in this port, &c.; yet I find the conſolation that none of the buildings of your city will receive the leaſt injury, &c. I hope that the members of your Proviſional Regency, eſtabliſhed by my expreſs orders, will not ſuffer the leaſt moleſtation; but ſhould I hear that any of them have been injured, I ſhall return with my fleet to bombard the town, until not one ſtone remain upon another.

(" Signed) MITCHELL,
On board his Majeſty's Ship Vice Admiral, &c.
Babet, October the 12th.

Immediately on the articles of the convention being ſigned, preparations were made, and the troops began to embark, the whole of which was completely effected by the 19th of November, on which day the Dutch took poſſeſſion of the Helder. Admiral Mitchell returned to Yarmouth with a great part of the fleet; on the 17th Admiral Dickſon was ſent to ſuperintend the re-embarkation of the troops, &c.

A. D. 1799 Notwithſtanding the ſevere blow which the Dutch marine had received by the capture of their fleet in this expedition, it had ſtill remaining in different ports fifteen ſail of the line, ſeven frigates, and eight ſloops of war, beſides ſome which were in the Eaſt-Indies.*

The thanks of parliament were voted to Vice Admiral Mitchell, Lieutenant General Sir Ralph Abercromby, with the officers and men employed under them. On the 9th of January, 1800, Admiral Mitchell was honoured with the order of the Bath. The City of London voted their thanks alſo to the Admiral, General, &c. and preſented each with a ſword valued at 100 guineas.

The following anecdote is related of a Britiſh ſailor at the attack of the Helder, the authenticity of which can only be aſcertained by thoſe who were preſent; it is, however, truly characteriſtic of theſe intrepid fellows when on ſervice and in the face of an enemy.

This man was one of the detachment of ſeamen ſent on ſhore to aſſiſt in drawing the artillery up the beach. The party employed on this ſervice were covered by a body of grenadiers, one of whom having dropped, Jack ſtarted from his gun, and examined the body, exclaiming with an oath, that he was a dead man, he ſaid he would take his place; and having ſtripped off the grenadier's belt and cartouch box, and equipped himſelf therewith, he ſeized his firelock, and began loading and firing at the enemy: he diſcharged his piece ſix times, at each time bringing down his man. At length he dropped himſelf, and was carried on board the hoſpital ſhip to be amputated, having received a ball through his knee. This was not all; he was told that he muſt be brought to trial for having deſerted his poſt, and taken upon him a taſk out of the line of his duty. "But pleaſe your honour," (replied this gallant fellow) "I killed ſix of them." "That may be," ſaid his captain; "but you flew from your quarters."—"Then pleaſe your honour," rejoined Jack, in the ſimplicity of his heart, "forgive me this once, and I will kill no more of them."

On the 25th, about twelve o'clock at night, the Naſſau, of 64 guns, Captain George Tripp, ſtruck on the North Haak ſand bank off the Texel, in a heavy gale of wind; the ſea broke ſo violently over the ſhip, that it was expected

* Appendix, Chap. II. No. 3.

every

every moment she would go to pieces. In the morning at day light no hopes of assistance appeared, and death seemed inevitable. At eleven o'clock, to their great joy, the Jealouse brig was sent by Admiral Dickson, but without the possibility of approaching nearer than a mile and a half. It still blowing so hard, with a heavy sea, as to prevent any assistance being given. At three in the afternoon, Captain Tripp was prevailed on to hoist a boat out; Captain Andrew M'Intosh, of the marines, Mr. T. Bennet, purser, and a midshipman, with the boat's crew, put off in hopes of being able to reach the brig; but in ten minutes she filled, went down, and they all perished. About five o'clock in the evening, the gale moderated, when Captain Temple sent his boats, and took out 205 of the crew; but it came on to blow again so hard, that the boats could not venture to pass. No further assistance could be afforded till the next morning, when the remainder of the crew were taken out by boats and vessels sent from the Helder. About 100 are supposed to have perished. A.D. 1799

November the 10th, the Voolk Dutch ship of war, of 20 guns, Captain Martiner, was lost on the island of Ameland; out of the whole crew, which amounted to near 529, including soldiers of the 23d regiment; only Lieutenant Hill, and 19 men of that regiment, with five Dutchmen were saved.

Thus ended the expedition to Holland; in which the British lost three ships of war, about 551 soldiers killed, 3109 wounded, and 1954 missing: the loss sustained by the Russians, amounted to about 3000 killed, wounded, and taken prisoners.

The advantages which Great Britain gained, were 24 sail of Dutch ships of war, among the number, ten were of the line. This gave their marine so severe a shock, as to prevent the Batavians joining in the naval confederacy against this country.

The following letter was written by Rear Admiral Story, to the minister of marine of the Batavian republic, explaining his reasons for surrendering the fleet to Admiral Mitchell.

"*Washington at anchor, under the Vlieter,*
"*August 31st*, 1799."

"Penetrated by the most oppressing sensations of grief and contempt, I take up my pen, to give you an

A.D. 1799 account of the moſt fatal event that ever will appear in the annals of hiſtory.

"In my letter of the 27th inſt I informed you that the evacuation of the Helder, and its batteries, would oblige me to effect the laſt retreat that was left, and which you had pointed out in your letter of the 23d. Not long before the Engliſh had appeared on the batteries of Revolution and Union; I made the ſignal for weighing anchor, and for ſailing, which was effected on the 28th in the morning. At that inſtant the Orange flag was flying from all the ſteeples of the Texel and the Helder, and from the batteries. This extraordinary circumſtance produced very ſenſible effects on board of ſeveral ſhips; but, notwithſtanding this, our retreat was effected, and at 11 o'clock in the morning, we caſt anchor before the Vlieter, the wind preventing our entering it, and taking the intended ſtation. On the 29th, at day-break, we diſcovered that already a great part of the enemy's frigates and tranſports had caſt anchor in the roads of the Texel; the wind was then north, which led me to conclude that the enemies men of war were not able to ſail up the Texel. I reſolved therefore to return with my whole force to the roads of the Texel, to drive from thence, or to deſtroy, all the enemy's ſhips which I could find there; but the wind blowing ſtrong from the north, my plan became impracticable. I ordered the fleet to caſt anchor again, and reſolved to ſail to the roads with the next tide. On the evening of the ſame day, a ſpirit of inſubordination and mutiny appeared amongſt the crews of ſeveral ſhips. At nine o'clock, I was informed that the people of the Waſhington refuſed in a maſs to go to their births, ſaying, they were ſure that that ſhip would be blown up in the night. Some of the mutineers armed with ſabres and piſtols, made themſelves maſters of the powder magazine, and would not ſuffer any one to approach it. Others prevented the few well diſpoſed to go to their births. Captain Van de Capelle with all his officers, immediately went between decks, and endeavoured to bring the mutineers back to their duty, with reſolute countenances, and uſing every means of perſuaſion. I ordered all the ſubaltern officers to appear before me, and reminded them of their duty; and of the oath they had ſworn to the republic. They all aſſured me they were unacquainted with the cauſes of this mutiny, and ſaw no poſſibility

poſſibility of oppoſing it. Captain Van de Capelle ſuc- A.D.
ceeded ſo far between decks, that the whole of the crew 1799
went to the cabin, thoſe excepted who guarded the powder magazine. At that moment I would have employed force, had I not been fully perſuaded that it would be in vain to oppoſe the whole maſs. The ſame afternoon I received ſeveral accounts, that on board moſt of the largeſt veſſels diſturbances had broke out. Captains Van Braam and De Yong aſſured me, that for ſome hours they had found the ſpirit of mutiny increaſing ſo much in the reſpective crews, that little or nothing could be expected of them, ſhould an engagement take place. On board the Ruyter it was the ſame. Captain Huis had already been compelled to confine two of the quarter-maſters, on account of their mutinous converſation. Captain Colf freely declared that his crew were ſo diſpoſed, that not a ſingle ſhot could be expected to be fired from his ſhip. Thus elapſed the firſt day and the night of the 29th.

" On the morning of the 30th, we ſaw the Engliſh appearing in the roads of the Texel, partly directing their courſe towards the Vlieter. This diviſion conſiſted of eleven ſhips of the line, five or ſix large frigates, and four corvettes; underneath you will find an exact liſt of them.* They carried what is called the Prince's flag. On the approach of this fleet, mutinous movements took place on board the Waſhington, and as I afterwards learned, on board ſeveral other ſhips. This moment was the moſt painful to me that ever I experienced. A hoſtile fleet nearly double the ſtrength of my own, ſailed againſt me before the wind, and at a time when I was uncertain whether one of my ſhips would fire a ſhot. Forced, by this diſagreeable circumſtance; I reſolved to ſend Captains Van de Capelle and De Yong in a ſloop, to meet the Engliſh admiral, to repreſent to him in ſubſtance, that we were at our laſt retreat, and were determined to defend our ſhips to the utmoſt; that he would therefore, not gain any thing by his attack, but the deſtruction of a fleet which, according to his own declaration, he wiſhed to ſpare and to treat in the moſt friendly manner; that we propoſed to him to caſt anchor, at a ſufficient diſtance from our fleet, to enable us to wait the reſolution of our government, concerning our preſent ſituation. My object in ſending this

* Appendix, Chap. II. No. 322

A.D. meſſage, was to gain time. I made the ſignal to our ſhips
1799 to prepare for an engagement; but this moment perfectly convinced me of what I might expect. When the alarm was beaten on board the Waſhington; the whole of the crew, the officers and a few of the men excepted, inſtead of inſtantly repairing to their guns, went to different parts of the ſhip, loudly exclaiming—that not one of them would fight for a moment, nor make the leaſt preparation for it.

"Accompanied by Captain Van Braam, who happened to be on board the Waſhington at that time, I went among them; we firſt uſed perſuaſions, and afterwards the ſevereſt threats, to induce the mutineers to go to their guns, but in vain. All at once, with repeated huzzas, &c. they run to the guns, extracted the balls, and threw them over-board, and alſo a great number of cartridges. A few brave men who had taken poſſeſſion of two guns in the hold, were driven away by force, and orders were given, under the ſevereſt threats, not to undertake any thing for the defence of the ſhip. From ſome of the other ſhips I alſo heard, at different times, the cries of mutiny. At that moment the Captains Van de Capelle, and De Yong, had approached the Engliſh fleet, which had caſt anchor at ſome diſtance. On their return, the two captains brought me a letter from the Engliſh admiral:* telling me at the ſame, that with great difficulty, they had obtained an hour for me to conſider about an anſwer, and that two Engliſh officers† had come with them to carry it. Previous to this, I had ordered all the commanding officers of our fleet on board of my ſhip, to conſult upon our ſituation, and what we were to do. I was convinced that not a ſingle ſhot would be fired from the Waſhington; Captain Kolf that the ſame was the caſe in the Utrecht; Captains Van Braham and De Yong ſtated that their crews refuſed to fight; all the other captains complained more or leſs, excepting Captain Van Senden, who ſaid that his crew were at the preſent moment, in the beſt order; but that he could not expect any thing from them, if the admiral's ſhip made no defence. The Batavia, the ſhip which he commanded, was next the admiral's. Under theſe circumſtances, and convinced that we could, at the utmoſt

* [illegible] to Admiral Storey.

† [illegible]

only fire a few ſhot upon the enemy, who was our ſuperior in point of number, it was ſoon determined what reſolution we ſhould take. We agreed unanimouſly to ſtrike the Batavian flag, and to declare myſelf and all the officers priſoners of war, without going into detail upon the aſſurances of friendſhip made to us on hoiſting any other flag. I then ſent an anſwer to the Engliſh admiral.* The two Engliſh officers who had arrived along with Captains Van de Capelle and de Yong, remained on board the Waſhington from that moment to this day. In the evening, at their deſire, the *ci-devant* prince's flag was hoiſted: to day they demanded that we ſhould ſalute their fleet, by firing ſome guns; but this I refuſed, declaring that we could not be conſidered otherwiſe than priſoners of war, and therefore could not be obliged to any ſervice.—What will become of us, with this extraordinary manner of carrying on the war, and of taking ſhips, I cannot conceive: we muſt wait the the reſult of this, as well as of the whole buſineſs. Meanwhile you can have no idea of the diſagreeable ſituation of myſelf and my officers. A. D. 1799

"The ſpirit of mutiny on board the fleet is not yet quelled. This morning, among other circumſtances, we were informed, that the crew of the Ambuſcade frigate had proceeded to the moſt unexampled exceſſes, and were not aſhamed to commit the barbarous action of throwing a man over-board, who was known to be an advocate of the cauſe of liberty, and that the officers were not able to do any thing for the ſafety of this unfortunate man. Once more judge from all this, how little I could expect to be able to do with this traiterous and inhuman ſet; judge what muſt be my preſent ſituation; I ſhall endeavour to give you ſtill more circumſtantial accounts.

"Health and reſpect,

(Signed) "S. Storey, Rear Admiral."

The wretched and humiliating ſtate to which the French marine had fallen, rouſed the ambitious ſpirit of Buonaparte, the chief conſul, to adopt meaſures for its improvement; which he hoped from the encouragement held out, might be productive of an emulation amongſt the officers and men, to exert themſelves in the exerciſe of the guns

* See Admiral Storey's anſwer.

A.D. 1799 and manœuvres of the fleet; by which they might once more make an effort to cope with the fleet of their too powerful enemy.

For this purpoſe many new regulations were eſtabliſhed, and in July the following ſtate paper was publiſhed.

The Conſuls, to the Miniſter of Marine.

" The conſuls cannot perceive without concern, citizen miniſters, that ſeveral veſſels of the Breſt fleet have been diſarmed; and that at a moment in which more than ever it was eſſential to complete the organization of our fleet; we have ſuffered ourſelves to be diſcouraged by the firſt difficulties which have preſented themſelves.

" It is at a moment, in which the continental war abſorbs the principal reſources of the nation, and the principal attention of government, that the miniſters of the marine, the admirals, and the adminiſtrators ought to redouble their courage, and to ſurmount every obſtacle.

" Cauſe an enquiry to be made into the conduct of thoſe adminiſtrators, or officers who have ordered the diſarming of the four veſſels which have quitted the road, and gone into the harbour, and of thoſe who would have authorized the diſmiſſal of the ſailors. Such operations could not be legal without the ſpecial order of government.

" Take meaſures at the ſame time, that ſailors may be raiſed on all our coaſts, and that alſo our ſhips may be equipped and ſtored with every thing neceſſary for their navigation. The French people wiſh for a marine. It eagerly wiſhes for it. It will make all the neceſſary ſacrifices, that its wiſh may be gratified.

" Keep a ſtrict, but juſt eye upon all our officers, and upon the different branches of the adminiſtration. It is time that dilapidations ſhould be put an end to. Diſmiſs thoſe perſons who have long been too clearly pointed out by public opinion, as participating in fraudulent tranſactions. Since the law cannot reach them; let us deprive them at leaſt of the power of doing injury. In the courſe of Fructidor, if circumſtances permit it, the firſt conſul will go to viſit the fleet at Breſt.

" Rewards ſhall be adjudged to the ſhip which ſhall be the beſt conducted, and the crew of which ſhall be beſt diſciplined.

" Orders

" Order the commander of the ſquadron at Breſt, as well as all the other commanders and captains of ſhips, to remain conſtantly on board, to ſleep in their veſſels, and to exerciſe their crews with encreaſed activity. Eſtabliſh prizes for the young ſeamen who ſhall moſt diſtinguiſh themſelves by their exertions; and for the gunners who ſhall fire moſt correctly. Let not a day paſs without their exerciſing themſelves at firing at marks, on the coaſt and in the open ſea. A. D. 1799

(Signed) " BUONAPARTE,
" Firſt Conſul.

" H. B. MARET,
" Secretary of State."

In conſequence of this ſtate paper, the miniſter of the marine iſſued the following orders to the fleet.

Of the Exerciſe of Muſquetry.

1ſt. " The exerciſe of muſquetry ſhall take place three times each decade, on board all the veſſels of the republic, both by the ſoldiers and the Sailors.

2d. " All thoſe who are ſufficiently inſtructed in the exerciſe of arms, ſhall be allowed to fire at a target. This ſhall be always done on board; and if the poſition of the veſſel will not permit it, the officer commanding in the road ſhall point out another veſſel for that purpoſe.

3d. " A double ration ſhall be given to all thoſe who ſhall hit the mark."

The Exerciſe of Cannon.

1ſt. " The exerciſe ſhall be divided into the great and ſmall exerciſe.

2d. " The ſmall exerciſe ſhall take place ſix times every decade, on board of each veſſel; it ſhall be performed by the whole crew upon four guns of every calibre.

3d, " The grand exerciſe ſhall take place three times every decade. It ſhall be general, and every man ſhall occupy his poſt, as if in action.

A.D. 1799

4th. " Beſides the great and ſmall exerciſe, they ſhall exerciſe firing under ſail, in ſquadrons and diviſions.

5th. " A ſtrong corvette ſhall be ordered to manœuvre in the road, ſo that they may fire at greater or leſs diſtances.

6th. " This exerciſe is to take place every day in the morning and evening. The commander in the roads will point out the veſſels which are to furniſh detachments proportionable to the number of their crews.

7th. " Once every decade during the ſummer, and once a month during the winter; there ſhall be in the corvette of inſtruction, an extraordinary exerciſe.

8th. " Every veſſel in the road ſhall ſend on board the corvette, the number of men ſufficient to manœuvre a cannon.

9th. " When the exerciſe is over, two prizes ſhall be given to the two who ſhall fire beſt.

10th. " The firſt prize is to be ten francs, and the ſecond five. They are to be decreed by a chief officer, appointed by the commanding officer of the road.

11th. " The veſſel to whom the beſt cannoneer ſhall belong, ſhall be decorated with flags the whole day."

Manœuvering Exerciſe.

1ſt. " There ſhall be performed in every veſſel, every day, the manœuvres neceſſary in time of action.

2d. " The commander of the road ſhall direct the manœuvres which are to be made.

3d. " The commanding officer ſhall, by ſignal, point out the veſſel which ſhall manœuvre beſt, which veſſel ſhall have the ſignal flag flying all day at the maſt-head.

4th. " The captain of the veſſel ſhall cauſe to be given to the twenty men who performed the beſt, a double ration.

5th. " The commander of that road ſhall, the enſuing day, publiſh in general orders, the names of the veſſels according to the degree of ſkill with which they ſhall have manœuvred."

Exerciſe of Swimming.

1ſt. " The commander of the road ſhall give orders for the exerciſe of ſwimming, and ſimilar orders ſhall be given by the maritime prefect.

2d.

2d. " This exercife fhall take place when circumftances A.D.
fhall permit it; and precautions fhall be taken for the fafety 1799
of the fwimmers.

3d. " During the fummer months, there fhall be a general exercife of fwimming, and prizes fhall be diftributed.

4th. " Whoever fhall fwim fartheft in a given time, fhall receive ten livres.

5th. " The fame prize fhall be given to the man who dives beft, and nails a plank to a part of a veffel under water.

6th. " The chief officer fhall have the diftribution of the prizes.

7th. " The cabin-boys fhall be exercifed every day.

(Signed)

" LEBRUN,

" Minifter of Marine."

The following arrangement was alfo made with refpect to the officers of marine.

The confuls of the republic, upon the report of the minifter of marine, and of the colonies, and the council of ftate having deliberated on the fubject, decree as follows;

Title 1ft.—There fhall be maintained for the fervice of the navy, the number of 1354 officers, agreeable to the law of the 3d Brumaire, Year IV.

Title 2d.—The number of officers fhall be fixed as follows:

8 Vice Admirals,	180 Captains of frigates,
16 Rear Admirals,	400 Lieutenants de Vaiffeaux,
150 Captains de Vaiffeax,	600 Enfeignes de Vaiffeaux.

Promotion fhall take place by feniority, or by appointment, in the following proportion:

The fuperior officers (Admirals) fhall be in the choice of the chief conful.

The Captains of fhips (of the line) fhall be appointed one fourth by feniority, and three-fourths by the chief conful.

Captains of frigates, one-half by feniority, one half by choice.

Lieutenants, three-fourths by feniority, one-fourth by choice.

Midfhipmen, feven-eighths by feniority, one eighth by choice.

No

A.D. 1799 No perſon can be promoted a ſtep without being two years in the preceding.

No midſhipman to be appointed without having been four years in naval employment, or two years entirely active ſervice by ſea.

Diſtinguiſhed actions are not ſubject to theſe conditions. &c.

In the month of November the commiſſion aſſembled by order of the Conſulate, to deliberate upon the queſtion —— "Whether it be proper to eſtabliſh a Board of Admiralty in France?"—decided unanimouſly in the affirmative.

The grounds of this deciſion are here given at length:

1ſt. That the two fundamental diviſions of the ſervice of the marine, and the colonies, the military and adminiſtrative departments, require talents and information, particularly appropriated to each. That the knowledge neceſſary for each ought to be almoſt conſtantly combined, in order to produce any good conſequence; and that from the union of men well ſkilled in theſe two branches of ſervice, may be expected a greater number of uſeful ideas than any individual has either time or power to conceive; and likewiſe ſuch combinations in the application of thoſe ideas as will prevent the improvement of one branch of the ſervice from retarding the improvement or developement of the other.

2d. That as inſtability to the plans of ſervice, the mode of adminiſtration, laws, and relguations in the choice of officers, has been one of the principal cauſes of the defeats of the navy, and the diſaſters of our colonies, a contrary effect ought to be expected from an order of things, guaranteeing permanence of views; regularity of operation; maturity of reflection, and impartial juſtice, conſtituting an abundant ſource of ſecurity and emulation for individuals.

3d. That the calculation of the funds neceſſary for the navy; their proper employment; their exact diſtribution; integrity in the examination of contracts; providence in the collecting of ſtores; the juſt application of the reſources to the neceſſities; the ſuperintendance of the employment of the materials, as well as an attention to the execution of the labour, and every thing connected with order and economy, and the improvement of the naval art, are the neceſſary and incontеſtible conſequences of the eſtabliſhment of a board of admiralty.

4th.

4. That as this eſtabliſhment will ſubdivide among ſe- A.D.
veral perſons having the ſame end in view, and actuated by 1799
the ſame ſpirit; the examination of plans; the collection of materials, the details of execution, and the ſigning of orders and diſpatches, all which devolve at preſent on one individual; the neceſſary reſult muſt be concert, preciſion and diſpatch in every operation.

5. That by means of the conſideration and confidence which ſuch a board muſt create in the public opinion, it is poſſible to engraft on the marine certain parts of the judicial order, which, from their connection with the diſcipline of the fleet, the ſecurity of the arſenals, and the great maritime and commercial intereſts of the Republic, ought to be under the immediate ſuperintendance of a branch of the executive authority, having at its ſpecial juriſdiction the department of the marine and colonies. Having agreed upon a principle, that there ought to be a board of admiralty in France, the commiſſion, agreeable to the will of the conſuls, has next directed its attention to the baſis of ſuch an eſtabliſhment. It ſo much the more zealouſly applied itſelf to this labour, as it was not ignorant that this principle, capable of producing great advantages, ſhould the admiralty be organized, according to the ideas of the commiſſion, would produce none at all, and in fact would prove rather injurious than uſeful, if it confined itſelf to multiplying the wheels of the naval machine, without completely retempering the main ſpring.

The commiſſion has carefully inveſtigated the different inſtitutions of the Engliſh marine, and the adminiſtrative ſyſtems of other foreign nations. It thinks that France ought, like England, to give the preſident of the board of admiralty, who alone communicates with the executive authority, ſufficient influence and power to prevent deliberative bodies from at any time impeding the rapid progreſs of government in circumſtances which demand rapidity, and likewiſe to prevent the divulging of its ſecrets.

Every part of the draught which follows has accordingly been modelled with the poſitive intention of promoting order, economy, the improvement of exiſting inſtitutions, ſtability of determination, and in ſhort all the advantages which muſt neceſſarily and inconteſtibly ariſe from the union of talents and inclinations, with the energy and ſecrecy which

A. D. 1790. which certain meaſures require, and which the unity of the aſcent and the action can alone guarantee.

The mode of organization which the commiſſion has unanimouſly adopted, and which it is now to propoſe, is the one, which after mature examination, appears to unite all theſe advantages. This ſyſtem likewiſe tends to give the ſupreme maritime authority that preponderance and dignity requiſite, for exciting emulation, and reſtoring the marine to its former luſtre and glory. It ſhould be added, that this ſyſtem of maritime adminiſtration can alone oppoſe an inſurmountable barrier to abuſe, and the effects of intrigue and favour.

The commiſſion has not turned its attention to the ſalaries which ought to be allowed to the preſident, the other members, and the ſecretary of this board. That object, it was of opinion, would better form part of the plan of organization for the admiralty.

ARTICLE 1ſt.

There ſhall be eſtabliſhed a board of admiralty in France.

2d. This board ſhall be compoſed of a preſident, ſix members, and a ſecretary, to be appointed by the executive government.

3d. The preſident ſhall directly communicate with the executive authority, receive its orders, and lay them before the board.

4th. Every queſtion before the board ſhall be determined by a majority of votes: the preſident ſhall have three votes, except in the caſes ſpecified in the 6th and 7th articles, in which he ſhall have no more than one.

5th. The powers veſted in the board ſhall be the ſame as thoſe at preſent exerciſed by the miniſter of marine and colonies.

6th. The board ſhall be the only tribunal of appeal. All ſentences paſſed by naval and military courts-martial, or other courts inſtituted, or to be inſtituted for trying offences committed in the ports and naval arſenals, in the roads, and on board all ſhips of war.

7th. It ſhall determine in the laſt reſort all cauſes relative to prizes.

8th. The executive authority ſhall appoint a commiſſary and two aſſiſtants, to aſſiſt the board in the caſes ſpecified in the 6th and 7th articles.

9th.

9th. According to the decifion of the board of admi- A.D.
ralty, and except in the cafes ſtated in the following article, 1799
two members ſhall ſign, and the ſecretary ſhall counterſign the inſtructions, orders, and diſpatches relative to all the military, the judicial, ſcientific, adminiſtrative, economical, or medical operations, in the ſervice of the marine or colonies; brevets and commiſſions of every kind; plans, accounts, and warrants, of the general and ſubordinate treaſurers.

10th. When eſpecially authorized by the executive authority, the preſident ſhall ſingly ſign the inſtructions given to the commanding or inferior officers of the fleets, ſquadrons, or ſingle ſhips of war, to the military or civil agents of the executive authority in the colonies; and commiſſions for the temporary exerciſe of any rank or office.

11th. The board of admiralty ſhall organize the officers of the central adminiſtration of the marine and colonies; and appoint the principal and inferior officers in that department.

12th. The board of admiralty ſhall annually cauſe all the ports, and the different branches of ſervice in each port, to be inſpected by delegates choſen out of the board itſelf.

13th. It may cauſe every thing connected with its powers in the colonies to be inſpected by temporary delegates not belonging to the board.

14th. The members of the board may be appointed by the executive authority to the command of fleets; in this caſe their functions, as members of the board of admiralty, ſhall be ſuſpended; but they ſhall reſume them on their return.

15th. The number of the members of the board of admiralty aſſembled at the ſeat of government, can never be leſs than five.

16th. The general and particular officers, and all officers commanding fleets, ſquadrons, diviſions, or veſſels of the Republic, ſhall render a direct account of their navigation to the admiralty on their return, or on their going into any port, and on all occaſions during their cruize; when the informations which they may have procured at ſea ſhall be of ſuch importance as to require to be tranſmitted.

17th. All the captains of privateers, and merchant ſhips, ſhall tranſmit the like accounts to the admiralty on their

A.D. 1799 their return to the Republic during their ſtay in foreign ports, and on every opportunity during their voyage, if circumſtances require them to diſpatch information.

18th. All the directors of the cuſtoms ſhall likewiſe render an account without delay of the naval ſtores and commodities which may arrive in their diſtricts from foreign countries, and make the ſame known to the proprietors or conſignees of the ſaid ſtores and merchandize.

19th. All letters, diſpatches, and accounts, formerly addreſſed to the miniſter of marine and the colonies, ſhall be addreſſed to the board of admiralty, with the exception of directing by this ſecond ſuperſcription to the preſident alone, communications reſpecting the marine and colonies, invalids, and prices, bargains, and contracts of every kind; negotiations, and demands for money, with the modes of application, and warrants of payment, grants of leave of abſence, letters of marque, and generally every thing connected with commerce, fiſheries, naval diſcipline, the execution of the laws, and the improvement of naval inſtitutions. Theſe ſignatures are indiſpenſible to give effect to the orders or diſpatches, which, according to the 10th article, cannot be opened but by their preſident.

(Signed) BRUIX,
THEVENARD,
LEGER,
HARAN,
DUMAVOIR LEPPELLY.
SANE,
T. F. GAUZIN,
GAUTHEAUME,
FROC. LABOULAYE.

PARIS, *6th Frimaire, 8th year.*

Several very intereſting cauſes were tried this year in the Court of Admiralty, which may be conſidered uſeful for the information of ſea officers, eſpecially the judgement of Sir William Scott on the right of ſearching neutral convoys by belligerent powers.

In January it was decided that ſhips captured, although commiſſioned and armed, having a cargo on board, the captors are not entitled to head money.*

* See Admiralty Reports, Vol. I. 157.

Carſe

A. D.
1799

Cauſe of a Capture made by the Crews of King's Ships, ſtationed at the Iſland of Marcou.

The REBECKAH, Thomſon maſter.

This was a queſtion of intereſt on the capture of a veſſel made from the iſland of St. Marcou, whether it ſhould be condemned as a Droit of Admiralty or to the captor.

For the Admiralty, the Adv. of the Admiralty and Laurence.—The circumſtances of the capture are: That this veſſel, in putting into St. Marcou for ſafety, was fired at from the fort, and immediately ſtruck her colours: That ſhe continued to ride there a whole day before poſſeſſion was taken; that it was at laſt taken by a boat's crew coming off from the fort.

Theſe facts, it is preſumed, are ſufficient to eſtabliſh the claim of the admiralty, as the law gives the benefit of all captures made in roadſteads, creeks, or havens, and on anchorage ground, to the lord high admiral, as his *peculium*.

The caſe of the * Trautmanſdorff, in which the Lords decided againſt the claims of the admiralty, differs materially from the preſent, as that capture was made in the open ſea, off the bold ſhore of St. Helena; it was, beſides, doubtful in what manner poſſeſſion was firſt taken; whether by a boat from the Powerful, or by the act of firing a ſhot from the fort. In this caſe it is not diſputed that the ſurrender was made to the fort long before any boat went off to take poſſeſſion. In a caſe of a capture made by the Garriſon of Gibraltar, the Noſtra Signora del Carmen,† it was condemned as a Droit of Admiralty. In this caſe it is an additional circumſtance in favour of the claim of the admiralty, that the iſland of St. Marcou is certified to be peculiarly under the direction of the admiralty; on theſe grounds, it is ſubmitted, the prize is to be condemned as a Droit of Admiralty.

For the Captors, the King's Adv. and Arnold—In this caſe there had been a miſtake in praying condemnation to

* Lords, Aug. 1ſt. 1795.

† The Noſtra Signora del Carmen, Bregnante, maſter, laden with wine and oil, ſeized in the harbour of Gibraltar, by order of Colonel Roger Elliot, lieutenant governor; "ſhip and cargo condemned to the lord high admiral as perquiſites of admiralty.—Adm. June 25, 1708.

A.D. 1799 the crown; but it has been rectified, and the individual captors are now the parties before the court. Againſt either, the admiralty can have no claim. The capture was made by naval officers, in their naval character; and therefore, *prima facie*, it is acquired to the king, and through him to the actual captors. The proof therefore muſt lie with the admiralty to take this caſe out of the general rule. But the aſſerted facts are not eſtabliſhed by the evidence. It is by no means proved that the veſſel was at anchor at the time of capture, as it is rather intimated by the expreſſions of the witneſſes, that ſhe ſtruck her colours before ſhe came to an anchor. If there was, however, proof of that fact, it by no means follows that this capture would be to be conſidered as a Droit of Admiralty: there is no pretence to ſay that the place of capture was a port or haven: it is merely a ſtreight running between the iſland and the French coaſt; is rather an anchorage ground off the iſland of St. Marcou, than a port or haven within its limits. By the deciſion of the Trautmanſdorff it is clearly ſettled, that an intention to come in is not ſufficient; there muſt be an actual coming in to ſupport the claim of the admiralty. No ſuch thing is proved in this caſe; and, therefore, the condemnation muſt paſs in favour of the actual captors."

Judgment.

"Sir *W. Scott*—The general queſtion ariſes upon the capture of a veſſel at the iſle of Marcou, effected with conſiderable exertions of gallantry and perſeverance by the crews of the Sand-Fly and Badger, ſtationed in and near that little iſland; and it is a queſtion of intereſt between the lord high admiral, or, as in modern times it is more uſually expreſſed, the king in his office of admiralty, repreſenting that great officer, and the naval captors ſtanding upon the general claim of prize, under the proclamation and the prize acts of parliament.

"The rights of the lord high admiral are of great antiquity and ſplendour; and are entitled to great attention and reſpect; and certainly to full as much in this court as in any other place where they can poſſibly come under conſideration. At the ſame time it is not to be underſtood that an extenſion of theſe rights beyond their abſolute limits is to be favoured by conſtruction; they are parts and parcels of the ancient rights of the crown communicated by former grants to that great officer, under a very

very different ſtate and adminiſtration of his office from that which now exiſts in practice. A.D. 1799

"All grants of the crown are to be ſtrictly conſtrued againſt the grantee, contrary to the uſual policy of the law in the conſideration of grants; and upon this juſt ground, that the prerogatives and rights and emoluments of the crown being conferred upon it for great purpoſes, and for the public uſe, it ſhall not be intended that ſuch prerogatives, rights, and emoluments, are diminiſhed by any grant, beyond what ſuch grant by neceſſary and unavoidable conſtruction ſhall take away. It is not improper for me to add, that the particular circumſtances of the preſent caſe, which imply great merit of active exertion on the part of the captors, would certainly not diſpoſe the court to loſe ſight of this general rule in conſidering this queſtion of intereſt.

"The grant to the lord high admiral (evidenced as it is by the orders in council of 1665,* and by the ſubſiſting practice,)

* The following is a correct copy of thoſe orders:

At a council held at Worceſter-houſe, the 6th of March, 1665-6

PRESENT.

The King's moſt Excellent Majeſty,
His Royal Highneſs the Duke of York,
His Highneſs Prince Rupert,
Lord Chancellor,
Duke of Albemarle,
Earl of Lauderdale,
Lord Fitzwalter,
Lord Arlington,
Lord Berkeley,
Lord Aſhley,
Mr. Secretary Morrice,
Sir William Coventry.

Whereas through the long intermiſſion of any war at ſea, by his Majeſty's authority, ſeveral doubts have ariſen concerning certain rights of the lord high admiral in time of hoſtility, the determination whereof appearing very neceſſary for the direction, as well of his Majeſty's officers as of thoſe of the lord high admiral; upon full hearing and debate of the particulars hereafter mentioned, the king's council, learned in the common law, and likewiſe the judge of the high court of admiralty, and thoſe of his Majeſty's and his Royal Highneſs the Lord high admiral's counſel, in the ſaid high court of admiralty, being preſent, his Majeſty, preſent in counſel, was pleaſed to declare.

1ſt. That all ſhips and goods belonging to enemies, coming into any port, creek, or road, of this his Majeſty's kingdom of England or of Ireland, by ſtreſs of weather, or other accident, or by miſtake of port, or by ignorance, not knowing of the war, do belong to

A. D. 1799 practice,' gives him the benefit of all captures by whomſoever made, whether commiſſioned or non-commiſſioned perſons, under certain circumſtances of ſituation and locality—that is, "*of all ſhips and goods coming into ports, creeks, or roads of* England *or* Ireland, *unleſs they come in voluntarily upon revolt, or are driven in by the king's cruiſers.*" Uſage hath conſtrued this to include ſhips and goods already come into ports, creeks, or roads, and theſe not only of England and Ireland, but of all the dominions thereunto belonging. But I can by no means agree to the poſition that has been laid down, that wherever a ſhip can find anchorage-ground, there is a road or roadſtead within the meaning of this grant. For if that were ſo, the lord high admiral would be entitled to all captures made within a moderate diſtance of moſt parts of the coaſts of England and Ireland, and the foreign dominions belonging to them; which, aſſuredly is not the caſe; for who would ſay, that if a ſhip at anchor in the channel of Dover is ſeized by a commiſſioned cruiſer, the admiral is entitled? Every anchorage ground is not a roadſtead—a roadſtead is a known general ſtation for ſhips, *ſatis tutiſſima nautis*, notoriouſly uſed as ſuch, and diſtinguiſhed by the name, and not every ſpot where an anchor will find bottom and fix itſelf. The very expreſſion of "coming into a road" ſhews, that by road is meant ſomething much beyond mere anchorage-ground on an open coaſt. When it was laid down in the Trautmanſdorff, that it was not neceſſary that the ſhip ſhould be actually entered, and that it was enough if ſhe was *in ipſis faucibus* of the port, creek, or road, it is evident that the words, ports, creeks, or roads, have a ſignification inti-

the lord high admiral; but ſuch as ſhall voluntarily come in, either men of war or merchantmen, upon revolt from the enemy, and ſuch as ſhall be driven in, and forced into port by the king's men of war, and alſo ſuch ſhips as ſhall be ſeized in any of the ports, creeks, or roads, of this kingdom, or of Ireland, before any declaration of war or reprizals by his Majeſty, do belong unto his Majeſty.

2d. That enemies' ſhips and goods caſually met at ſea, and ſeized by any veſſel not commiſſionated, do belong to the lord high admiral.

3d. That ſalvage belongs to the lord high admiral for all ſhips refouud.

4th. That all ſhips forſaken by the company belonging to them are the lord high admiral's, unleſs a ſhip commiſſionated have given the occaſion to ſuch dereliction, and the ſhip ſo left be ſeized by ſuch ſhip purſuing, or by ſome other ſhip commiſſionated, then in the ſame company, and in purſuit of the enemy; and the like is to be underſtood of any goods thrown out of any ſhip purſued.

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mating certain known receptables of ſhips, more or leſs protected by points and headlands, and marked out by limits, and reſorted to as places of ſafety. A.D. 1759

" How far St. Marcou has a road that will at all ſatisfy this deſcription, may be queſtioned. The witneſſes talk of a road, it is true; but it ſhould ſeem that theſe ſmall and barren rocks encloſe no portion of the ſea that can be ſtrictly ſo conſidered. It is a pretty open ſtreight running between them and the coaſt of France, where ſhips may ride as they may do in other open parts of the French coaſt. It might likewiſe admit of a queſtion, how far ſuch a mere naval ſtation, without inhabitants, and without government, either civil or military, as in truth it is, and merely occupied for the temporary convenience of theſe gun-veſſels and their crews, is ſo far a recogniſed poſſeſſion of the crown of England as to come within the intention of the grant, which, according to the letter and my apprehenſion of its meaning, cannot travel beyond the ports, creeks, and roads of England and Ireland, and the dominions thereunto belonging.

" Laying theſe queſtions, however, out of the caſe, the firſt queſtion that will occur applies to the time of the capture, whether that is to be dated from the actual taking poſſeſſion, or the previous ſtriking of the colours; and I think that the ſtriking of the colours is to be deemed the real *deditio*. If the French had ſucceeded in their attempt to defeat that ſurrender, then the actual final taking of poſſeſſion muſt have been alone conſidered. But as that attempt failed, I am of opinion that the act of formal ſubmiſſion having never been effectively diſcontinued, muſt be deemed the conſummation of the capture; and if ſo, the next queſtion will be, where the veſſel was at the time that this act took place? And this is proved to have been, " when ſhe was about to go into the road to anchor there;" for ſuch is the expreſſion of the witneſs upon the third interrogatory,* which points more immediately to the place of capture, although on the 29th, which is pointed only to the general courſe of the veſſel upon her voyage, he ſays, " She put into the road there." The ſecond witneſs deſcribes her merely " as paſſing by the iſle of Marcou at the time," and the third ſays, in the language of the firſt, that " ſhe was about to go into the road to anchor there." Clearly, by all their deſcriptions, ſhe had not

A. D. 1799 entered the road, and she was under sail at the time she struck her colours. In point of locality, then, the claim of the admiralty is not founded, for she was not *in ipsis faucibus*; she was about to enter, but was not actually entering, and that is the point at which the admiralty right commences.

"The claim, therefore, of the admiralty can be supported, if at all, upon the other ground, viz. that this was a capture made from the land, and by military force, and therefore not a maritime capture, by persons commissioned to take for their own benefit—and I think it proved that the striking of the colours was compelled by a firing from the shore, and that a boat was sent from the place to take possession. Now upon this subject I am ready to accede to what has been laid down, that a capture if made by a force upon the land (which is a case extremely possible, though not frequent) is considered generally as a non-commissioned capture, and ensures to the benefit of the lord high admiral. Thus, if a ship of the enemy was compelled to strike by a firing from the castle of Dover, or other garrisoned fortress upon the land, that ship would be a droit of admiralty, and the garrison must be content to take a reward from the bounty of the admiralty, and not a prize-interest under the king's proclamation. All title to sea-prize must be derived from commissions under the admiralty, which is the great fountain of maritime authority; and a military force upon the land is not invested with any commission so derived, impressing upon them a maritime character, and authorising them to take upon that element for their own benefit. I likewise think, cases may occur, in which naval persons, having a real authority to take upon the sea for their own advantage, might yet entitle the admiralty, and not themselves, by a capture made upon the sea by the use of a force stationed upon the land. Suppose the crew, or part of the crew, of a man of war were landed, and descried a ship of the enemy at sea, and that they took possession of any battery or fort upon the shore, such as may be met with in many parts of the coast, and by means of such battery or fort compelled such a ship to strike; I have no doubt that such a capture, though made by persons having naval commissions, yet being made by means of a force upon the land, which they employed accidentally, and without any right

under

under their commiſſion, would be a droit of admiralty, A.D.
and nothing more; and therefore I do not think it quite 1799
enough to ſay that the perſons here were naval commiſſioned perſons, and conſequently entitled to the benefit of all property taken upon the ſea. But I think that the peculiar nature and quality of the place where the capture was effected, is to be added to the conſideration. What is St. Marcou? It is ſtiled a garriſon and a fort by one or two witneſſes, but inaccurately; for it is certified by the commander in chief, that there is no garriſon nor any military eſtabliſhment whatever; it is a mere naval ſtation, uſed for the temporary accommodation of the crews of theſe ſhips of war. There is not a perſon upon it who is not borne upon the ſhip's books, and who is not a part of their crews; they have the ſhip's pay; the ſhip's victuals; and the ſhip's officers to command them; the blockhouſes which they have conſtructed are mounted with their own ſhip-guns, with the addition of a few ſpare guns otherwiſe procured. The whole force, ſuch as it is, upon this little ſpot, is entirely ſubſervient to theſe veſſels, and for their uſe, and for no other purpoſe, as the certificates declare. Such a place, ſo ſelected and ſo employed, is hardly to be conſidered as any thing elſe than as a part or appendage of the naval force; it is a ſort of ſtationary tender, rather attached to and dependent upon theſe veſſels, than having the veſſels attached to and dependent upon it. This peculiar character of the place diſtinguiſhes it moſt eſſentially from the caſe of a land fortreſs poſſeſſed by a military garriſon. The capture then was effected by naval commiſſioned perſons, uſing a force immediately ſubject to their uſe; and from its peculiar circumſtances ſufficiently naval in itſelf to be diſtinguiſhed from an ordinary land force, ſubject to military perſons. It is a maritime capture, effected regularly by a maritime force, and in a place where the right of the admiralty had not yet commenced upon the thing itſelf at the time of the ſurrender. And upon theſe grounds I ſhall pronounce for the claim of prize, under the king's proclamation and the prize acts."

A.D.
1799

Sir WILLIAM SCOTT'S *Judgment on the Right to ſearch neutral Veſſels; decided in the Cauſe of* Captain Lawford, *Commander of a Squadron of his* Majeſty's *Ships, for detaining and bringing into the Downs, a Swediſh Frigate, and her Convoy, in January,* 1798; *laden with Pitch, Tar, Hemp, Deals and Iron.*

"THIS ſhip was taken in the Britiſh channel, in company with ſeveral other Swediſh veſſels, ſailing under convoy of a Swediſh frigate, having cargoes of naval ſtores, and other produce of Sweden on board, by a Britiſh ſquadron, under the command of Commodore Lawford.

"The facts attending the capture did not ſufficiently appear to the court upon the original evidence; it therefore directed further information to be ſupplied, and by both parties.

"The additional information now brought in conſiſts of ſeveral atteſtations made on the part of the captors, and of a copy of the inſtructions under which the Swediſh frigate ſailed, tranſmitted to the king's proctor from the office of the Britiſh ſecretary of ſtate for the foreign department. On the part of the Swedes, ſome atteſtations and certificates have been introduced, but all of them applying to collateral matter, none relating immediately to the facts of the capture. On this evidence the court has to determine this moſt important queſtion; for its importance is very ſenſibly felt by the court. I have, therefore, taken ſome time to weigh the matter maturely; I ſhould regret much, if that delay has produced any private inconvenience; but I am not conſcious (attending to the numerous other weighty cauſes, that daily preſs upon the attention of the court,) that I have interpoſed more time in forming my judgment than was fairly due to the importance of the queſtion, and to the magnitude of the intereſts involved in it.

"In forming that judgment, I truſt that it has not eſcaped my anxious recollection for one moment, what it is that the duty of my ſtation calls for from me;—namely, to conſider myſelf as ſtationed here, not to deliver occaſional and ſhifting opinions to ſerve preſent purpoſes of particular

particular national intereſt, but to adminiſter with indiffe- A.D.
rence that juſtice which the law of nations hold out, with- 1799
out diſtinction to independent ſtates, ſome happening to be neutral, ſome to be belligerent. The ſeat of judicial authority is, indeed, locally here, in the belligerent country, according to the known law and practice of nations; but the law itſelf has no locality. It is the duty of the perſon who ſits here to determine this queſtion, exactly as he would determine the ſame queſtion if ſitting at Stockholm; to aſſert no pretenſions on the part of Great Britain, which he would not allow to Sweden in the ſame circumſtances, and to impoſe no duties on Sweden, as a neutral country, which he would not admit to belong to Great-Britain, in the ſame character. If, therefore, I miſtake the law in this matter, I miſtake that which I conſider, and which I mean ſhould be conſidered, as the univerſal law upon the queſtion; a queſtion regarding one of the moſt important rights of belligerent nations relatively to neutrals.

"The only ſpecial conſiderations which I ſhall notice in favour of Great Britain (and which I am entirely deſirous of allowing to Sweden in the ſame or ſimilar circumſtances) is, that the nature of the preſent war, does give this country the rights of war, relatively to neutral ſtates, in as large a meaſure as they have been regularly and legally exerciſed, at any period of modern and civilized times. Whether I eſtimate the nature of the war juſtly, I leave to the judgment of Europe, when I declare that I conſider this as a war in which neutral ſtates themſelves have an intereſt much more direct and ſubſtantial than they have in the ordinary, limited, and private quarrels (if I may ſo call them) of Great Britain and its great public enemy. That I have a right to advert to ſuch conſiderations, provided it be done with ſobriety and truth, cannot, I think, reaſonably be doubted—and if authority is required, I have authority—and not the leſs weighty in this queſtion for being Swediſh authority—I mean the opinion of that diſtinguiſhed perſon, one of the moſt diſtinguiſhed which that country (fertile as it has been of eminent men) has ever produced, I mean Baron Puffendorff; the paſſage to which I allude is to be found in a note of Barbeyrac's, on his larger work *L.* viii. *c.* 6. *ſ.* 8.—Puffendorff had been conſulted in the beginning of the preſent century, when

A.D. 1759 when England and other ſtates were engaged in the confederacy againſt Louis XIV. by a lawyer upon the continent, Groningius, who was deſirous of ſupporting the claims of neutral commerce, in a treatiſe which he was then projecting. Puffendorff concludes his anſwer to him in theſe words:

"*I am not ſurprized that the northern powers ſhould conſult the general intereſts of all Europe, without regard to the complaints of ſome greedy merchants, who care not how things go, provided they can but ſatisfy their thirſt of gain. Theſe princes wiſely judge that it would not become them to take precipitate meaſures whilſt other nations are combining their whole force to reduce within bounds an inſolent and exorbitant power which threatens Europe with ſlavery, and the proteſtant religion with deſtruction. This being the intereſt of the northern crowns themſelves, it is neither juſt nor neceſſary that, for the preſent advantage, they ſhould interrupt ſo ſalutary a deſign, eſpecially as they are at no expence in the affair, and run no hazard.*" In the opinion, then, of this wiſe and virtuous Swede, the nature and purpoſe of a war was not entirely to be omitted in the conſideration of the warrantable exerciſe of its rights, relatively to neutral ſtates.—His words are memorable:—I do not over-rate their importance, when I pronounce them to be well entitled to the attention of his country.

"It might likewiſe be improper for me to paſs entirely without notice, as another preliminary obſervation, (though without meaning to lay any particular ſtreſs upon it,) that the tranſaction in queſtion took place in the Britiſh channel, cloſe upon the Britiſh coaſt, a ſtation over which the crown of England has, from pretty remote antiquity, always aſſerted ſomething of that ſpecial juriſdiction which the ſovereigns of other countries have claimed and exerciſed over certain parts of the ſeas adjoining to their coaſt.

"In conſidering the caſe, I think it will be adviſeable for me, firſt to ſtate, the facts as they appear in the evidence; ſecondly, to lay down the principles of law which apply generally to ſuch a ſtate of facts; thirdly, to examine whether any ſpecial circumſtances attended the tranſaction in any part of it, which ought, in any manner, or degree, to affect the application of theſe principles.

"The

"The facts of the capture are to be learnt only from A.D.
the captors; for, as I have obſerved, the claimants have 1799
been entirely ſilent about them, and that ſilence gives the ſtrongeſt confirmation to the truth of the accounts delivered by the captors.

"The atteſtation of Captain Lawford introduces and verifies his log-book, in which it is ſtated, that after the meeting of the fleets, he ſent an officer on board the frigate to enquire about the cargoes and deſtination of the merchantmen, and was anſwered, "that they were Swedes, bound to different ports in the Mediterranean, laden with hemp, iron, pitch, and tar." Upon doubts which Captain Lawford entertained reſpecting the conduct he ſhould hold in a ſituation of ſome delicacy, he diſpatched immediately a meſſenger to the admiralty, keeping the convoy in his view; and having received orders from the admiralty, by the return of his meſſenger, to detain theſe merchant ſhips, and carry them into the neareſt Engliſh port, he ſent Sir Charles Lindſay, and Captain Raper to communicate them in the civileſt terms to the Swediſh commodore; who ſhewed his inſtructions to repel force by force, if any attempt was made to board the convoy, and declared that he ſhould defend them to the laſt. The crew of the Swediſh frigate were immediately at quarters, matches lighted, and every preparation made for an obſtinate reſiſtance, and the ſignal was made on board the Britiſh ſquadron to prepare for battle. In the night, poſſeſſion was taken of moſt of the veſſels; the Swediſh frigate making many movements, which were narrowly watched by the Romney, keeping cloſe under his lee, lower deck guns run out, and every man at his quarters. In the morning the Swediſh frigate hoiſted out an armed boat, and ſent on board one of the veſſels which had been taken poſſeſſion of, and took out by force the Britiſh officer who had been left on board, and carried him on board the frigate, where he was detained. The Swediſh commander ſent an officer of his own on board Captain Lawford to complain that he had taken advantage of the night to get poſſeſſion of his convoy, which was unobſerved by him, or he ſhould aſſuredly have defended them to the laſt. Upon further conference and repreſentation of the impracticability of reſiſtance to ſuch a ſuperior force, he at length agreed to go into Margate Roads, and returned the

Britiſh

A.D. 1799 Britiſh officer who had been taken out and detained on board the frigate. After the arrival in Margate Roads, he lamented that he had not exchanged broadſides; ſaid that he did not conſider his convoy as detained, and ſhould reſiſt any further attempt to take poſſeſſion of them.

"Captain Raper ſtates, that on going on board the Swediſh frigate, he found all the men at their quarters, and the ſhip clear for action; that the commodore ſhewed his orders and expreſſed his firm determination to carry them into execution. Captain Lawford ſent a boat with an officer on board ſeveral of the convoy, to deſire they would follow into Margate Roads; their anſwer was, they would obey no one but their own commodore.

"Lieutenant M'Dougal deſcribes in like terms the menacing appearance and motions of the Swediſh frigate.—He was ſent to take poſſeſſion of veſſels which would not bring-to without firing at them. On his going on board one of them, the maſter declared that he had orders from his commodore not to give up the poſſeſſion of her to any perſon whatever, and repeatedly drove away by force the Britiſh mariner, who, by his order, took poſſeſſion of the helm.

"Mr. Cockraft is another witneſs to the ſame effect, and Mr. Candiſh, the officer who was taken by force out of the Swediſh merchantman. Expreſſions of ſtrong reproach againſt the proceedings of the Engliſh, were addreſſed to him, and the commodore proteſted, that if he had not been ſurpriſed, he would have defended his convoy to the laſt.

"What then do theſe atteſtations (uncontradicted atteſtations) prove? To my apprehenſion they prove moſt clearly theſe facts—That a large number of veſſels, connected all together with each other, and with a frigate which convoyed them, being bound to different ports in the Mediterranean, ſome declared to be enemy's ports and others not, with cargoes conſiſting, amongſt other things, of naval ſtores, were met with, cloſe upon the Britiſh coaſt, by his Britannic Majeſty's cruiſers; that a continued reſiſtance was given by the frigate to the act of boarding any of theſe veſſels by the Britiſh cruiſers, and that extreme violence was threatened in order to prevent it; and that the violence was prevented from proceeding to extremities, only by the ſuperior Britiſh force which overawed it; that the act

act being effected in the night, by the prudence of the British commander, the purpose of hostile resistance, so far from being disavowed, was maintained to the last, and complaint made that it had been eluded by a stratagem of the night—that a forcible recapture of one vessel took place, and a forcible capture and detention of one British officer who was on board her, and who, as I understand the evidence, was not released till the superiority of the British force had awed this Swedish frigate into something of a stipulated submission. A.D. 1799

"So far go the general facts.—But all this, it is said, might be ignorance or perverseness of the Swedish officer of the frigate—the folly or the fault of the individual alone. This suggestion is contradicted by Mr. Raper's log-book, which proves that the merchantmen refused to admit the British officers on board, and declared that they would obey nobody but their own commodore; a fact to which Mr. M'Dougal likewise bears testimony. It is contradicted still more forcibly by the two sets of instructions, those belonging to the frigate, and those belonging to the merchant vessels. The latter have been brought into court by themselves, and of the authenticity of the former, there is no reasonable doubt; for they are transmitted to me upon the faith of one of the great public offices of the British government, and no person disavows them, and indeed nobody can disavow them, because they were produced by the Swedish captain, who made no secret whatever of their contents. Something of a complaint has been indulged, that the orders from the British admiralty have not been produced; a singular complaint, considering that they were never called for by the claimants, and they were not ordered by the court; because if the act of the captors was illegal, the orders of the admiralty would not justify it; and the want of orders would not vitiate, if the act was legal. No mystery, however, was made about these; for the communication of orders and instructions was mutual and unreserved. It is said that the instructions to the frigate are intended only against cruizers of Tripoli, and an affidavit has been brought in, to shew that that government had begun hostilities against the Swedes. The language, however, of these instructions is as universal as language possibly can be; it is pointed against the "fleets of any nation whatever." It is, however, said, that this was merely to avoid giving offence to the Tripoline government. But is the Tripoline government

A. D. 1799 ment the only government whose delicacy is to be consulted in such matters? Are terms to be used alarming to every other state, merely to save appearances with a government which, they alledge in the affidavit referred to, had already engaged in unjust hostility against them? There is, however, no necessity for me to notice this suggestion very particularly, and for this plain reason, that it is merely a suggestion neither proved nor attempted to be proved in any manner whatever; and the *res gestæ* completely proves the fact to be otherwise, because it is clear that if it had been so, the commander of the frigate must have had most explicit instructions to that effect. They could never have put such general instructions on board, meaning that they should be limited in their application to one particular state, without accompanying them with an explanation, either verbal or written, which it was impossible for him to misunderstand. Such explanation was the master key which they must have provided for his private use: whereas nothing can be more certain than that he had been left without any such restrictive instructions; he therefore acts, as any other man would do, upon the natural sense and meaning of the only instructions he had received. On this part of the case, therefore, the question is, What is it that these general instructions purport?

"The terms of the instructions are these—they are incapable of being misunderstood: "In case the commander should meet with any ships of war of other nations, one or more of any fleet whatever, then the commander is to treat them with all possible friendship, and not to give any occasion of enmity; but if you meet with a foreign armed vessel, which should be desirous of having further assurance, that your frigate belongs to the king of Sweden, then the commander is by the Swedish flag, and salute, to make known that it is so: *if it they would make any search among the merchant vessels under your convoy, which ought to be endeavoured to be prevented as much as possible, then the commander is, in case such thing should be insisted upon, and that your fair ways could not be amicably made, and that not with standing your amicable comportment, the merchant ships should nevertheless be violently attacked, then violence might be opposed against violence.*" Removing mere civility of expression, what is the real import of these instructions? Neither more nor less than this, according to my apprehension:

henſion;—" If you meet with the cruizers of the belligerent ſtates, and they expreſs an intention of viſiting and ſearching the merchant ſhips, you are to *talk* them out of their purpoſe if you can; and if you can't, you are to *fight* them out of it." That is the plain Engliſh, and I preſume, the plain Swediſh of the matter. A. D. 1799

" Were theſe inſtructions confined to the frigate, or were they accepted and acted upon by the merchantmen? That they were acted upon is already ſhewn in the affidavits which I have ſtated; that they were deliberately accepted, appears from their own inſtructions, which exactly tally with them. Theſe inſtructions declare in expreſs terms, " that all merchant ſhips, during the time they are under convoy of his Majeſty's ſhips, are earneſtly forbidden *to ſuffer the boats of any foreign nation to board them for the ſake of viſitation or ſearching*; but in caſe ſuch boats ſhew an intention of coming along-ſide, the merchant ſhips are to ſheer from them." It appears from the atteſtation that the obedience of theſe merchantmen outran the letter of their inſtructions.

" Whatever then was done upon this occaſion was not done by the unadviſed raſhneſs of one individual; but it was an inſtructed and premeditated act—an act common to all the parties concerned it; and of which every part belongs to all; and for which all the parties, being aſſociated with one common intent, are legally and equitably anſwerable.

" This being the *actual* ſtate of the fact, it is proper for me to examine; ſecondly, what is their legal ſtate, or in other words, to what conſiderations they are juſtly ſubject according to the law of nations; for which purpoſe I ſtate a few principles of that ſyſtem of law which I take to be incontrovertible.

1ſt, " That the right of viſiting and ſearching merchant ſhips upon the high ſeas, whatever be the ſhips, whatever be the cargoes, whatever be the deſtinations, is an inconteſtible right of the lawfully commiſſioned cruizers of a belligerent nation. I ſay, be the ſhips, the cargoes, and the deſtinations what they may, becauſe, till they are viſited and ſearched, it does not appear what the ſhips, or the cargoes, or the deſtinations are; and it is for the purpoſe of aſcertaining theſe points that the neceſſity of this right of viſitation and ſearch exiſts. This right is ſo clear in prin-

ciple,

A.D. 1799 ciple, that no man can deny it who admits the legality of maritime capture; becauſe if you are not at liberty to aſcertain by ſufficient enquiry, whether there is property that can be legally captured, it is impoſſible to capture. Even thoſe who contend for the inadmiſſible rule, that *free ſhips make free goods*, muſt admit the exerciſe of this right, at leaſt for the purpoſe of aſcertaining whether the ſhips are free ſhips or not. The right is equally clear in practice; for practice is uniform and univerſal upon the ſubject. The many European treaties which refer to this right, refer to it as pre-exiſting, and merely regulate the exerciſe of it. All writers upon the law of nations unanimouſly acknowledge it, without the exception even of *Hubner* himſelf, the great champion of neutral privileges. In ſhort, no man in the leaſt degree converſant in ſubjects of this kind has ever, that I know of, breathed a doubt upon it. The right muſt unqueſtionably be exerciſed with as little of perſonal harſhneſs, and of vexation in the mode as poſſible; but ſoften it as much as you can; it is ſtill a right of force, though of lawful force—ſomething in the nature of civil proceſs, where force is employed, but a lawful force, which cannot lawfully be reſiſted. For it is a wild conceit, that wherever force is uſed, it may be forcibly reſiſted; a lawful force cannot lawfully be reſiſted. The only caſe where it can be ſo in matters of this nature, is in the ſtate of war and conflict between two countries, where one party has a perfect right to attack by force, and the other has an equally perfect right to repel by force. But in the relative ſituation of two countries at peace with each other, no ſuch conflicting rights can poſſibly co-exiſt.

2dly. "That the authority of the ſovereign of the neutral country being interpoſed in any manner of mere force, cannot legally vary the rights of a lawfully commiſſioned belligerent cruiſer; I ſay *legally*, becauſe what may be given, or be fit to be given, in the adminiſtration of this ſpecies of law, to conſiderations of comity or of national policy, are views of the matter which, ſitting in this court, I have no right to entertain. All that I aſſert is, that *legally* it cannot be maintained, that if a Swediſh commiſſioned cruiſer, during the wars of his own country, has a right by the law of nations to viſit and examine neutral ſhips, the King of England, being neutral to Sweden, is authoriſed by that law to obſtruct the exerciſe of that right, with-

with reſpect to the merchant ſhips of his country. I add this, that I cannot but think that if he obſtructed it by force, it would very much reſemble (with all due reverence be it ſpoken) an oppoſition of illegal violence to legal right. Two ſovereigns may unqueſtionably agree, if they think fit, (as in ſome late inſtances they have agreed),* by ſpecial covenant, that the preſence of one of their armed ſhips along with their merchant ſhips ſhall be mutually underſtood to imply that nothing is to be found in that convoy of merchant ſhips inconſiſtent with amity or neutrality; and if they conſent to accept this pledge, no third party has a right to quarrel with it any more than with any other pledge which they may agree mutually to accept. But ſurely no ſovereign can legally compel the acceptance of ſuch a ſecurity by mere force. The only ſecurity known to the law of nations upon this ſubject, independent of all ſpecial covenant, is the right of perſonal viſitation and ſearch, to be exerciſed by thoſe who have the intereſt in making it. I am not ignorant, that amongſt the looſe doctrines which modern fancy, under the various denominations of philoſophy and philanthropy, and I know not what, have thrown upon the world, it has been within theſe few years advanced, or rather inſinuated, that it might poſſibly be well if ſuch a ſecurity were accepted. Upon ſuch unauthoriſed ſpeculations, it is not neceſſary for me to deſcant: the law and practice of nations (I include particularly the practice of Sweden, when it happens to be belligerent) gives them no ſort of countenance; and until that law and practice are new modelled in ſuch a *way* as may ſurrender the known and ancient rights of ſome nations to the preſent convenience of other nations, (which nations may perhaps REMEMBER to *forget* them, when they happen to be themſelves belligerent,) no reverence is due to them; they are the elements of that ſyſtem which, if it is conſiſtent, has for its real purpoſe an entire abolition of capture in war—that is, in other words, to change the nature of hoſtility, as it has ever exiſted amongſt mankind, and to introduce a ſtate of things not yet ſeen in the world, that of a military war and a commercial peace. If it were fit that ſuch a ſtate ſhould be introduced, it is at leaſt ne- A.D. 1799

* It is made an article of treaty between America and Holland, an. 1782; Art. 10. Mart. Tr. vol. ii. p. 255.

A.D. ceſſary that it ſhould be introduced in an avowed and in-
1799 telligible manner, and not in a way which, profeſſing gravely to adhere to that ſyſtem which has for centuries prevailed among civilized ſtates, and urging at the ſame time a pretenſion utterly inconſiſtent with all its known principles, delivers over the whole matter at once to eternal controverſy and conflict, at the expence of the conſtant hazard of the harmony of ſtates, and of the lives and ſafeties of innocent individuals.

3dly, "That the penalty for the violent contravention of this right is the confiſcation of the property ſo withheld from viſitation and ſearch. For the proof of this I need only refer to Vattel, one of the moſt correct, and certainly not the leaſt indulgent of modern profeſſors of public law. In Book III. c. vii. ſect. 114, he expreſſes himſelf thus: 'On ne peut empêcher le tranſport des effets de contrebande, ſi l'on ne viſite pas les vaiſſeaux neutres que l'on rencontre en mer. On eſt donc en droit de les viſiter. Quelques nations puiſſantes ont refuſé en différents tems de ſe ſoumettre à cette viſite, *aujourd'hui un vaiſſeau neutre, qui refuſeroit de ſouffrir la viſite, ſe feroit condamner par cela ſeul, comme étant de bonne priſe.*" Vattel is here to be conſidered not as a lawyer merely delivering an opinion, but as a witneſs aſſerting the fact—the fact that ſuch is the exiſting practice of modern Europe. And to be ſure the only marvel in the caſe is, that he ſhould mention it as a law merely modern, when it is remembered that it is a principle, not only of the civil law, (on which great part of the law of nations is founded,) but of the private juriſprudence of moſt countries in Europe—that a contumacious refuſal to ſubmit to fair enquiry infers all the penalties of convicted guilt. Conformably to this principle we find in the celebrated French Ordinance of 1681, now in force, Article 12. '*That every veſſel ſhall be good prize in caſe of reſiſtance and combat*;' and Valin, in his ſmaller Commentary, p. 81, ſays expreſsly, that although the expreſſion is in the conjunctive, yet that the *reſiſtance alone is ſufficient**. He refers to the Spaniſh Ordinance 1718, evidently copied from it, in which it is expreſſed in the diſjunctive, '*in caſe of reſiſtance or combat.*' And recent

* In ſome of the treaties of France, this article is expreſſly inſerted in the diſjunctive. Tr. between France and the duchy of Mecklenburg, Art. 1, ann. 1779. Mart. Tr. vol. ii. p. 45. alſo between France and Hamburgh, *an.* 1769.

inſtances

inſtances are at hand and within view, in which it appears that Spain continues to act upon this principle. The firſt time in which it occurs to my notice on the enquiries I have been able to make in the Inſtitutes of our own country reſpecting matters of this nature, excepting what occurs in the Black Book of the admiralty,* is in the order of council, 1644, Article 12,† which directs, 'That when any ſhip, met withal by the royal navy, or other ſhip commiſſionated, ſhall fight, or make reſiſtance, the ſaid ſhip and goods ſhall be adjudged lawful prize.' A ſimilar article occurs in the Proclamation of 1672. I am aware, that in thoſe orders and proclamations are to be found ſome articles not very conſiſtent A.D. 1799

* "B. 7. Item ſe aucune nef ou veſſel de la dirte flotte a congie et pourueu de l'admiral de paſſer hors de la flotte entour aucun meſnage ou autre deſordre, et telz en encontrent ou trouvent aucuns veſſeaulx eſtranges ſur la mer ou en portz des ennemys, adonques ceulx de noſtre flotte doibuent demander des maiſtres et gouverneurs de telz veſſeaulx eſtranges dont nz ſont et eulx bien examiner de leur charge enſemblement avecques leurs munimens et endentures, et s'il eſt trouve aucunz choſe de ſuſpicion en telz veſſeaulx que les biens ſont aux ennemys, qui ſont trouvez dedens les dits veſſeaulx avec leurs maiſtres et gouverneurs enſemblement avecques les biens dedens icelle eſtants fauvement ſeront amenees devant l'admiral, et illecques s'il eſt trouve qu'ilz ſont loyaulx marchants et amys ſans ſuſpicion de colerer, les biens ſeront a eulx reſtituez ſans eulx rien dommager, autrement ſeront priz avec leurs biens et rachetonnez comme la loy de mer veult et demande.

"B. 11. Se aucune de noz nefs ou veſſaulx encontrent ſur la mer ou en portz autres veſſeaulx, qui facent rebellectees ou defenſe encontre ceulx de noz veſſeaulx, adonques bien liſea nozgents les arrester comme enuemys, daultir et par force navy les prendre et amener comment ont, comme ils les ont gaignez, devant l'admiral ſans eulx porter ou en dommager, ſinon que de prendre ce que loy et couſtume de mer veult et demande, &c

† "During the ſtruggle for naval ſuperiority, which took place between the maritime ſtates of Europe, about the middle of the ſeventeenth century, the pretenſion of reſiſting ſearch by the protection of convoy, was put forth with much caution, and apparently for the firſt time, by Chriſtina Queen of Sweden, Aug. 16, 1653. Art. 4th, 'Convoys ſhall in all poſſible ways decline that they, or any of thoſe that belong to them be ſearched. For ſeeing they are only ſent to prevent all inconveniencie and clandeſtine dealings, it is expected that they may be believed, and ſuffered to paſs and proceed on their courſe unmoleſted, with all ſuch things as are under their care.'—It was reſtrained to neutral ports.—Art. 6th, 'And more eſpecially, for certain reaſons, it is our command, that our men of war do chiefly, and in the begining, ſteer their courſe to ſuch ports as are neutral in the Engliſh and Dutch war, till we give any farther directions on that account. However, without any hinderance to our own ſubjects, that intend to carry on their own free trade to England and Holland without convoy.' *Thurloe's St. Papers*, vol. i. p. 424.

T 2 "In

A.D. 1799 consistent with the laws of nations as understood now, or indeed at that time; for they are expressly censured by Lord

" In 1655, it was taken up by Holland: ' They have a design to hinder the protector all visitation and search; and this by very strong and sufficient convoy; and by this means they will draw all trade to themselves and their ships.' *Thurloe's State Papers*, vol. iv. p. 203.

" In May 1656, there happened an actual encounter on this subject between a fleet of merchantmen from Cadiz, (Spain being then at war with England,) under the convoy of De Ruyter, with seven men of war, and the commodore of some English frigates. ' Antwerp. We have certain news of the arrival of de Ruyter, in Zealand, from Cadiz, from whence he brought stores of plate, mostly belonging to merchants of this city; he was met withal at sea by some English frigates; but finding themselves too weak, they let him go. *Ib.* vol. iv. p. 740. See also the particular account on what passed, given by a Dutch officer to the States General: ' That upon De Ruyter declaring that there was not any thing on board belonging to the King of Spain, they parted.' *Ib.* vol. iv. p. 730. It appears, however, that the arrival occasioned great triumph in Holland and Flanders, and that the fleet was deeply laden with silver for the king of Spain, and the service of his armies in Flanders. ' De Ruyter brought in his own ship, and others in the fleet, the sum of 20,000,000 (perhaps rials) of gold and silver, the greatest part for the king of Spain's use, and the merchants of Brabant and Flanders.' *Ib.* vol. iv. p. 732, 748, The 12th article of the *Engl. Ord.* of 1664, might perhaps be pointed against these pretensions.

" In another letter in the same collection, 21st Sept. 1657, from Nieuport, the Dutch embassador in England. We find the subject of convoy was strongly pressed at that time, and resisted on the part of this country: ' respecting secret articles,' concerning the visitation of ships, which are convoyed under the flag of the state. I acquainted their lordships, that of old all kings and states had made a difference between particular ships sailing upon their risques and adventures, and between ships of the state and those which pass the sea under their flag and protection. That their high and mighty lords were of an opinion that it does strengthen the security of this state, that the ships of the state and officers should be responsible, as it were, for the ships sailing under their convoy; and that which I had proposed in my last memorandum concerning the same on behalf of their high and mighty lords was no new thing, but that plan had been most commonly proposed on all the treaties since the year 1651, in that manner, that without regulating the same according to the said articles, the troubles at sea, whereof I had so often complained, could not be removed and prevented; and I alledged several examples. Upon which now one, then the other of the said three lords* replied, and did very much insist, that it could not consist with their security; that they could not, nor ought to trust so much to particular captains at sea; that it would be an introduction and encouragement to disaffected persons to assist the enemy, and urged especially that in no former treaties any such articles were found, and that their high and mighty lords had no reason to desire now any such novelty. I said that the practice on this side in regard of searching and visiting ships without difference was a new thing, and that the inhabitants of the united Netherlands, feeling the trouble and inconveniency of it, had reason to insist that it

* *Thurloe, Wolfe'y, Jones.*

may

Lord Clarendon,* But the article I refer to is not of thoſe he reprehends; and it is obſervable that Sir Robert Wiſeman, then the King's advocate general, who reported upon the articles in 1673, and expreſſes a diſapprobation of ſome of them as harſh and novel, does not mark this article with any obſervation of cenſure. I am therefore warranted in ſaying, that it was the rule, and the undiſputed rule, of the Britiſh admiralty. I will not ſay that that rule may not have been broken in upon in ſome inſtances by conſiderations of comity, or of policy, by which it may be fit that the adminiſtration of this ſpecies of law ſhould be tempered in the hands of thoſe tribunals which have a right to entertain and apply them; for no man can deny that a ſtate may recede from its extreme rights, and that its ſupreme councils are authoriſed to determine in what caſes may be fit to do ſo, the particular captor having in no caſe any other right and title than what the ſtate itſelf would poſſeſs under the ſame facts of capture. But I ſtand with confidence upon all fair principles of reaſon,—upon the diſtinct authority of Vattel—upon the inſtitutes of other great maritime countries, as well as thoſe of our A. D. 1799

may be rectified by a good regulation.' Vol. 6, p. 211. See alſo for the former conference, vol. 5. p. 663.

" It appears that ſo many objections had ariſen on the treaty propoſed on the part of Holland; that it was found neceſſary to form an entirely new project.—Vol. 6. p. 523, 558.

" In a ſubſequent letter from the Hague, 30th Nov. 1657, it appears that the treaty broke off on this difference: ' Le Sieur Nieuport n'eſt pas encore ici arrive, mais il eſcrit auſſi d'avoir prins ſon conge. Il eſt fort croyable qu'il ne ſera guere content d'avoir faille a achever le traitee de la marine; neanmoins, je m'imagine que la Hollande a preſent ne ſeroit pas fort marry de ne l'avoir pas acheve, pour ne ſe pas oſter la liberte de viſiter des memes en cette guerre contre Portugal.' *Thurloe's St. Papers*, vol. 6. p. 622.

" On the ſubject of ſearch generally, without any expreſſed reference to convoy, there is this letter from Cromwell, to General Montagu: ' The ſecretary hath communicated to us your letter of the 26th, by which you acquaint him with the directions you have given for the ſearching of a Fluſhing and other Dutch ſhips, which (as you are informed,) have bullion and other goods aboard them belonging to the Spaniard, the declared enemy of this ſtate. There is no queſtion to be made but what you have directed therein is agreeable both to the laws of nations and the particular treaties which are between this commonwealth and the United Provinces, and therefore we deſire you to continue the ſaid direction, and to require the captains to be careful in doing their duty therein.

' Hampton Court, 30th Auguſt, 1657.'

* " Lord Clarendon's Life, p. 242.

A. D. 1799 own country—when I venture to lay it down, that by the law of nations, as now underſtood, a deliberate and continued reſiſtance to ſearch, on the part of a neutral veſſel to a lawful cruiſer, is followed by the legal conſequence of confiſcation.

3. "The third propoſed enquiry was, whether any ſpecial circumſtances preceded, accompanied, or followed the tranſaction, which ought in any manner or degree to affect the application of the general principles?

"The firſt ground of exemption ſtated on the part of the claimants is the treaty with Sweden, 1661, article 12, and it was inſiſted by Dr. Lawrence, that although the belligerent country is authoriſed by the treaty to exerciſe rights of enquiry in the firſt inſtance, yet that theſe rights were not exerciſed in the manner therein preſcribed. It is an obvious anſwer to that obſervation, that this treaty never had in its contemplation the extraordinary caſe of an armed veſſel ſent in company with merchantmen for the very purpoſe of beating off all enquiry and ſearch. On the contrary, it ſuppoſes an enquiry for certain papers, and if they are not exhibited, or 'there is any other juſt and ſtrong cauſe of ſuſpicion,' then the ſhip is to undergo ſearch.* The treaty, therefore, recogniſes the rights of

* "It is ſaid by Secretary Thurloe, in his conference with the Dutch embaſſador, December 1656, 'that the point of paſſes was very conſiderable to the ſtate, and that the ſame was never agreed to in any treaty with any nation, but lately to Sweden.' *St. P.* vol. 5. p. 663.

"A reference to the certificate of foreign magiſtrates, with a primary but inconcluſive credit aſſigned to them, appears to have been eſtabliſhed in Denmark, by Frederick II. in 1563, as a cuſtom-houſe regulation reſpecting the cuſtoms and Sund duties payable by foreign merchants—[paraphraſe of articles,] 'we, not minding any longer to ſuffer the ſame, do therefore will, that henceforth every man which uſes his trade of merchandiſe and navigation through our cuſtom towns and ſtreams do cauſe a certain and juſt brief or roll of the hidden merchandiſes and goods to be comprehended in the certificates which he is to take under the ſeal of his magiſtrate, and deliver the ſame to our cuſtomers, and this warning, that if any man arrive there without ſuch true and juſt certificate, and any hindrance and inconvenience do happen unto him in that reſpect, the ſhip being ſearched, that then he impute the ſame unto himſelf, and not unto us or ours; and if upon cauſe and ſuſpicion, the ſhips ſhould be ſearched, notwithſtanding that a particular certificate had been delivered; and that in them more merchants' goods ſhould be found than were comprehended in the certificates which were given in, then not only thoſe goods, but the whole ſhip and goods, as being forfeited, ſhall be confiſcated and ſeized upon.' Pennington, 120. *Rym. Fœdera*, xviii. p. 347, 352.

enquiry

enquiry and ſearch, and the violation of thoſe rights is not A.D.
leſs a violation of the treaty than it is of the general law of 1799
nations. It is ſaid that the demand ought firſt to have been made upon the frigate: I know of no other rule but that of mere courteſy which requires this; for this extraordinary caſe of an armed ſhip travelling along with merchant ſhips is not a *caſus fœderis* that is at all ſo provided for in the treaty: however, if it is a rule, it was complied with in the preſent inſtance, and the anſwer returned was, that, "they were Swediſh ſhips bound to various ports in the Mediterranean, laden with iron, hemp, pitch, and tar." The queſtion than comes, what rights accrued upon the receipt of this anſwer? I ſay, firſt, that a right accrued of ſending on board each particular ſhip for their ſeveral papers; for each particular ſhip, without doubt, had its own papers: the frigate could not have them; and the captors had a right to ſend on board them to demand thoſe papers, as well under the treaty as under the general law. A ſecond right that accrued upon the receiving of this anſwer was, a right of detaining ſuch veſſels as were carrying cargoes ſo compoſed, either wholly or in part, to any ports of the enemies of this country; for that tar, pitch, and hemp, going to the enemy's uſe, are liable to be ſeized as contraband in their own nature, cannot, I conceive, be doubted under the modern law of nations; though formerly, when the hoſtilities of Europe were leſs naval than they have ſince become, they were of a diſputable nature, and perhaps continued ſo at the time of making that treaty, or at leaſt at the time of making that treaty which is the baſis of it, I mean the treaty in which Whitlock was employed in the year 1656: for I conceive that Valin expreſſes the truth of this matter, when he ſays, p. 68, '*De droit* ces choſes,' (ſpeaking of naval ſtores,) 'ſont de contrabande *aujourd'hui* et depuis le commencement de ce ſiecle, ce qui n'étoit pas autrefois néanmoins;' and Vattel, the beſt recent writer upon theſe matters, explicitly admits amongſt poſitive contraband, 'les bois et tout ce qui ſert à la conſtruction et à l'armament de vaiſſeaux de guerre.' Upon this principle was founded the modern explanatory article of the Daniſh treaty, entered into in 1780, on the part of Great Britain, by a noble lord,* then ſecretary of ſtate, whoſe attention

* The late Earl of Mansfield.

A. D. 1799 had been peculiarly turned to ſubjects of this nature. I am therefore of opinion, that although it might be ſhewn that the nature of theſe commodities had been ſubject to ſome controverſy in the time of Whitlock, when the fundamental treaty was conſtructed, and that therefore a diſcreet ſilence was obſerved reſpecting them in the compoſition of that treaty and of the later treaty derived from it, yet that the expoſition which the latter judgement and practice of Europe has given upon this ſubject would in ſome degree affect and apply what the treaties had been content to leave on that indefinite and diſputable footing on which the notions then more generally prevailing in Europe had placed it. Certain it is, that in the year 1750 the Lords of Appeal in this country declared pitch and tar, the produce of Sweden, and on board a Swediſh ſhip bound to a French port, to be contraband, and ſubject to confiſcation, in the memorable caſe of the *Med Good's Hjelpe*. In the more modern underſtanding of this matter, goods of this nature being the produce of Sweden, and the actual property of Swedes, and conveyed by their own navigation, have been deemed, in Britiſh Courts of Admiralty, upon a principle of indulgence to the native products and ordinary commerce of that country, ſubject only to the milder rights of pre-occupancy and pre-emption; or to the rights of preventing the goods from being carried to the enemy, and of applying them to your own uſe, making a juſt pecuniary compenſation for them. But to theſe rights, being bound to an enemy's port, they are clearly ſubject, and may be detained without any violation of national or individual juſtice. Thirdly; another right accrued, that of bringing in for a more deliberate inquiry than could poſſibly be conducted at ſea upon ſuch a number of veſſels, even thoſe which profeſſed to carry cargoes with a neutral deſtination. Was there or was there not the juſt and grave ſuſpicion, which the treaty refers to, excited by the circumſtances of ſuch a number of veſſels with ſuch cargoes intended to ſail all along the extended coaſts of the ſeveral public enemies of this kingdom, under the protection of an armed frigate aſſociated with them for the very purpoſe of beating off by force all particular inquiry? But ſuppoſing even that there was not, is this the manner in which the obſervance of the treaty or of the law of nations is to be enforced? Certainly not by the treaty itſelf; for the remedy for infraction is provided in compenſa-

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tions to be levied, and punishments to be inflicted upon de- A.D.
linquents by their own respective sovereigns. Article 12. 1799
How stands it by the general law? I don't say that cases may not occur in which a ship may be authorised by the natural rights of self-preservation to defend itself against extreme violence threatened by a cruizer grosly abusing his commission; but where the utmost injury threatened is the being carried in for inquiry into the nearest port, subject to a full responsibility in costs and damages if this is done vexatiously and without just cause; a merchant vessel has not a right to say for itself (and an armed vessel has not a right to say for it,) 'I will submit to no such inquiry, but I will take the law into my own hands by force.' What is to be the issue, if each neutral vessel has a right to judge for itself in the first instance whether it is rightly detained, and to act upon that judgment to the extent of using force?—Surely nothing but battle and bloodshed, as often as there is any thing like an equality of force or an equality of spirit. For how often will the case occur in which a neutral vessel will judge itself to be rightly detained? How far the peace of the world will be benefited by taking the matter from off its present footing and putting it upon this, is for the advocates of such a measure to explain. I take the rule of law to be, that the vessel shall submit to the inquiry proposed, looking with confidence to those tribunals whose noblest office (and I hope not the least acceptable to them) is to relieve, by compensation, inconveniences of this kind, where they have happened through accident or error; and to redress, by compensation and punishment, injuries that have been committed by design.

"The second special ground taken on the part of the claimants was, that the intention was never carried into act. And I agree with Dr. Laurence, that if the intention was voluntarily and clearly abandoned, an intention so abandoned, or even a slight hesitation about it, would not constitute a violation of right. But how stands the fact in the present case? The intention gives way, so far as it does give way, only to a superior force. It is for those who give such instructions to recollect, that the averment of an abandonment of intention cannot possibly be set up, because the instructions are delivered to persons who are bound to obey them, and who have no authority to vary. The intention is necessarily unchangeable; and being so, I do not

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A.D. 1799 see the person who could fairly contradict me, if I was to assert that the delivery and acceptance of such instructions, and the sailing under them, were sufficient to complete the act of hostility. However that might be, the present fact is, that the commander sails with instructions to prevent inquiry and search by force, which instructions he is bound to obey, and which he is prevented from acting upon to their utmost extent only by an irresistible force. Under such circumstances how does the presumption of abandonment arise? If it does, mark the consequences: if he meets with a superior force, he abandons his hostile purpose; if he meets with an inferior force, he carries it into complete effect. How much is this short of the ordinary state of actual hostility? What is hostility? It is violence where you can use violence with success;—and where you cannot, it is submission and striking your colours. Nothing can be more clear, upon the perusal of these attestations, than that this gentleman abandoned his purpose merely as a subdued person in an unequal contest. The resistance is carried on as far as it can be; and when it can maintain itself no longer, *fugit indignate*.

"3. It is said that the papers were not immediately taken possession of, nor proceedings instituted till long after the arrival in port. These are unquestionably irregularities; but I agree with the King's Advocate in maintaining, that they are not such irregularities as will destroy the captor's right of proceeding, for the claimant had his remedy in the way of admonition. How these delays were occasioned, whether in consequence of pending negotiations, (as has been repeatedly asserted in the course of the argument) I am not judicially informed. If such negotiations ever existed, I may have reason personally to lament that they have proved ineffectual. But the legal consequence of that inefficiency undoubtedly is, that the question of law remains the same as if no such negotiation had ever been thought of.

"4. It is lastly said that they have proceeded only against the merchant vessels, and not against the frigate, the principal wrong doer. On what grounds this was done—whether on that sort of courtesy and respect which is not unusually shewn to the immediate property of great and august Sovereigns, or how otherwise, I am again not judicially informed; but it can be no legal bar to the right of a plain-

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tiff to proceed, that he has for ſome reaſon or other declined to proceed againſt another party againſt whom he had an equal or poſſibly a ſuperior title. And as to the particular caſe of one veſſel which had obtained her releaſe and a re-delivery of her papers, the act of the captors may perhaps furniſh a reaſonable ground of diſtinction with reſpect to her own ſpecial caſe; but its effect, be it what it may, is confined to herſelf, and can be extended no farther. A.D. 1799

"I am of opinion, therefore, that ſpecial circumſtances do not exiſt which can take the caſe out of the rule which is generally applicable to ſuch a ſtate of facts; and I have already ſtated that rule to be the confiſcation of all the property forcibly withheld from inquiry and ſearch. It may be fitting, (for any thing that I know) that other conſiderations ſhould be interpoſed to ſoften the ſeverity of the rule, if the rule can be juſtly taxed with ſeverity; but I have neither the knowledge of any ſuch conſiderations, nor authority to apply them. If any negotiations have pledged (as has been intimated) the honour and good faith of the country, I can only ſay that it has been much the habit of this country to redeem pledges of ſo ſacred a nature. But my buſineſs is merely to decide whether, in a Court of the Law of Nations, a pretenſion can be legally maintained which has for its purpoſe neither more nor leſs than to extinguiſh the right of maritime capture in war; and to do this, how? by the direct uſe of hoſtile force on the part of a neutral State. It is high time that the legal merit of ſuch a pretenſion ſhould be diſpoſed of one way or other—it has been for ſome few years paſt preparing in Europe—it is extremely fit that it ſhould be brought to the teſt of a judicial deciſion: for a worſe ſtate of things cannot exiſt, than that of an undetermined conflict between the antient law of nations, as underſtood and practiſed for centuries by civilized nations, and a modern project of innovation utterly inconſiſtent with it; and in my apprehenſion, not more inconſiſtent with it, than with the amity of neighbouring States, and the perſonal ſafety of their reſpective ſubjects.

"The only remaining queſtion which I have to conſider is, the matter of expences; and this I think myſelf bound to diſpoſe of with as much tenderneſs as I can uſe in favour of individuals. It is to be obſerved, that the queſtion itſelf was of an importance and delicacy ſomewhat beyond the powers of deciſion belonging to ſuch perſons—the

A.D. 1799 the authority of their country has been in some degree surprised in this matter—the captors have been extremely tardy in proceeding to adjudication. Attending to all these considerations, I think the claimants are clearly entitled to have their expences charged upon the value of the property up to the time of the order for further proof. From that time the property might have been withdrawn upon bail, and it is no answer to the Court to say that this gentleman or another gentleman did not think it adviseable to commit their private fortunes to the extent of the security required. It is the business of foreign owners who have brought their ships and cargoes into such situations of difficulty, to find the means of relieving them when the opportunity can be used. I go sufficient lengths in allowing expences for the further time in which orders could have been obtained from Sweden, and I fix this at the distance of two months from the order of further proof: and, condemning the ship and cargo, I direct all private adventures to be restored.

"This is the substance of what I have to pronounce judicially on this case, after weighing with the most anxious care the several facts and the learned arguments which have been applied to them. I deliver it to my country—and to foreign countries—with little diffidence in the rectitude of the judgment itself: I have still more satisfaction in feeling an entire confidence in the rectitude of the considerations under which it has been formed."

Sir WILLIAM SCOTT'S *decision in the Cause between the Fleet and Army, whether the latter had a right to share for the Dutch Ships of War taken in Saldanha Bay, August* 17, 1796.

"I HAVE now heard the evidence in this case, and an elaborate argument for the army with much attention; and it may perhaps be convenient for me in this stage to express the impression which the whole of what I have heard has made upon my mind, for the purpose of saving time; as the great pressure of business on the Court makes it extremely desirable, that we should employ as little time as possible on unnecessary discussions. I shall still, however, be ready to hear the counsel for the fleet, and also the reply on the other side, if the gentlemen shall think it necessary; but at present I must say, that no observations that I have heard, nor any considerations which I have been able to give the matter,

ter, have in any degree ſhaken the firſt impreſſion of my mind on this buſineſs. A.D. 1799

"The queſtion is, Whether ſuch a caſe has been made out, on the part of the army, as will ſupport their claim to be conſidered as joint captors? In the firſt place, it is not pretended that it is a caſe which comes within the proviſions of the Act of Parliament which directs the army to ſhare, in ſome caſes, in conjunction with the fleet; there are, it is well known, ſeveral deſcriptions of ſuch caſes, which I need not now advert to, as it is not pretended, that this caſe comes under any one of them. In the next place, it is not argued, that this is a caſe of concerted operations: that the army and navy might have ſimilar views is not conteſted, but whatever was done, was done ſeparately, and without concert or communication. Thirdly, it cannot be denied, that it lies upon the army to make out a caſe of joint capture, and to ſhew a co-operation on their part, aſſiſting to produce the ſurrender; for the ſurrender was made to the fleet alone; poſſeſſion was taken by the fleet, the army could not take it; therefore the *onus probandi* lies on them, to prove that there was an actual co-operation on their part; for it is, I think, eſtabliſhed by decided authority, and particularly in the late caſe of *Jaggernaickporam*, before the Lords of Appeal, that much more is neceſſary than a mere being in ſight, to entitle an army to ſhare jointly with the navy, in the capture of an enemy's fleet. The mere preſence, or being in ſight of different parties of naval force, is, with few exceptions, ſufficient to entitle them to be joint captors; becauſe they are always conceived to have that privity of purpoſe which may conſtitute a community of intereſts; but between land and ſea forces, acting independently of each other, and for different purpoſes, there can be no ſuch privity preſumed; and therefore to eſtabliſh a claim of joint capture between them, there muſt be a contribution of actual aſſiſtance, and the mere preſence, or being in ſight, will not be ſufficient. Fourthly, I am ſtrongly inclined to hold, that when there is no pre-concert, it muſt be, not a ſlight ſervice, nor an aſſiſtance merely rendering the capture more eaſy or convenient, but ſome very material ſervice, that will be deemed neceſſary to entitle an army to the benefit of joint capture; where there is pre-concert, it is not of ſo much conſequence that the ſervice ſhould be material, becauſe then each party gives to the ſervice

A.D. 1799 ſervice that is previouſly aſſigned to him, and whether that is important or not, it is not ſo material; the part is performed, and that is all that was expected: but where there is no ſuch privity of deſign, and where one of the parties is of force equal to the work, and does not aſk aſſiſtance, it is not the interpoſing of a ſlight aid, inſignificant perhaps, and not neceſſary, that will entitle another party to ſhare. Suppoſe an engagement at ſea, in which a part of the enemy's crews being diſpoſed to fly to ſhore ſhould be prevented from landing by an armed force, and ſhould therefore be induced to ſurrender with the main fleet; or ſuppoſe this body of armed men on ſhore ſhould have prevented the fleet from obtaining ſupplies, two or three days previous to the action, theſe would be very remote ſervices, and ſuch as would not induce me to pronounce for a joint capture: the ſervices which I ſhould require, muſt be ſuch as were directly or materially influencing the capture, ſo that the capture could not have been made without ſuch aſſiſtance, or at leaſt, not certainly, and without great hazard. It is further expected that the evidence by which ſuch a claim is ſupported ſhould be clear and conſiſtent, becauſe it lies on thoſe ſetting up an intereſt of joint capture to make out their caſe; the preſumption is on the ſide of the actual captor: their evidence therefore muſt be ſatisfactory, for if not, or if it is left at all doubtful, it is the duty of the Court to adhere to the intereſts of the actual captor.

"Theſe being the principles, let us ſee what are the facts of the preſent caſe, and the amount of the claim grounded upon them. As to pre-concert, that has been totally abandoned on the part of the army. That the army did every thing that could be done cannot be made a queſtion; on this point I need ſay no more than that it was a Britiſh army; as far as ſpirit, and courage, and patriotic, and gallant exertions of every kind could entitle them to be conſidered as joint captors, their claims would be readily allowed; but that is not the view of the ſubject which the Court is at liberty to take: the queſtion is only, Whether in the ſituation in which they were, they did, or could do any thing which can entitle them, under the known rules of this Court, to be legally conſidered as joint captors? It ſeems to be a very general expectation at the Cape of Good Hope that a Dutch force would ſoon arrive in thoſe ſeas, but as all pre-concert is given up, I do not hold it to

be

be incumbent on me to ſtate every meaſure that was taken by the naval and military commanders ſeparately, to reach thoſe parts where it was expected the Dutch fleet would firſt make its appearance; the only fact alledged on the part of the army before the arrival of the main body on the 16th, is, that Captain M'Nabb was ſtationed with a ſmall body of not more than forty men near Saldanah Bay; it is impoſſible that ſuch a force could do more than act as a party of obſervation; againſt the Dutch fleet, conſiſting of 2500 men, they could effect no other purpoſe; and I need only advert to the ſmallneſs of their number to ſhew, that it was impoſſible that they could even prevent the crews from ſupplying themſelves with water and other proviſions from the ſhore. A. D. 1799

"It appears in the evidence of one of the Dutch witneſſes, 'That on his arrival on the anchorage ground, he did not perceive any troops poſted on the heights, and that it was not till noon of the 16th of Auguſt, that they were hindered in their watering parties.' With reſpect to other ſupplies it is ſaid, that, in one inſtance, twenty-five head of cattle being brought down to the ſhore by the country people, the Dutch butchers who had come on ſhore to take them off, were obliged by the appearance of ſome of theſe troops to leave their work, and go on board: this is the only inſtance in which they appear to have met with any interruption, and on this point what Admiral Lucas ſays is deciſive; he ſays, 'That he was not prevented by any of our poſts from watering or communicating with the country.'

"General Craig's own letter is alſo ſtrong evidence to the ſame effect; where he ſays, 'The Dutch fleet were near Schappen Iſland watering and ſetting their rigging as if they meant to ſtay ſome time;' and with regard to the force of the troops in the ſame letter he ſays, 'King, with the light infantry, is pretty cloſe to them, but the reſt of the troops cannot reach it theſe four days at leaſt: I think, if you can anchor below them, it may be a bloodleſs, but not leſs glorious action:' From theſe repreſentations I think it is pretty clear, that there was nothing to interrupt their quiet anchorage in the bay, nor to cut off their communication with the country, except in one or two trifling inſtances; therefore I cannot accede to what has been advanced, that material ſervice had been performed before the

16th

A.D. 1799 16th of Auguſt; prior to that day nothing was done by this party, which did, in the moſt remote degree, contribute to effect the capture. Indeed if they had done this ſervice in a much more effectual manner than they had an opportunity of doing, if they had every day prevented the Dutch from watering, as they did in one inſtance drive them from their ſupplies of cattle, or if they had been able to prevent them from communicating with the people of the country, I ſhould have found it very difficult to ſay that ſuch ſervices as theſe could entitle them to claim as joint captors. Suppoſe an enemy's fleet to be in the Downs, and that they ſhould be prevented from landing by the garriſon of Dover Caſtle; if they were afterwards compelled to ſurrender to our fleet, I ſhould not hold the garriſon to be in any way entitled to be admitted as joint captors. If that be ſo, the whole matter is reduced to the 16th of Auguſt, and if the ſervices of that day will not be ſufficient to ſuſtain their claims, the preparatory ſervices which have been relied on will, I think, not help them: then what was done on that day? The preponderance of the evidence ſeems to be with the army in reſpect to the time of their appearance; it is, I think, proved that they were in ſight of the Dutch ſquadron ſome few hours before our fleet arrived. But what was done? The watering parties withdrew, and nothing more; they retired unmoleſted, and the troops had no means of annoying them; mention is made of a cannonading which took place againſt a Dutch frigate that was ſtationed nearer to the ſhore for the purpoſe of watering: but the nature of this attack ſeems very doubtful; ſome witneſſes ſay it did conſiderable damage, others ſay very little; ſome ſay the army could have deſtroyed her," others ſay " not without throwing ſhells." I own it appears to me very improbable, that it ſhould have been in the power of the army to take or diſable her, before it would have been fully in her power to ſheer off; however that is not material, as it is admitted the firing ceaſed, leaving the frigate in the poſſeſſion of the Dutch, and without having ſuſtained any material injury. No offenſive operations took place between the army and the Dutch fleet; it is ſaid indeed in the evidence of Mr. Ferguſon, 'That as ſoon as the advanced corps became viſible to the Bellona, ſhe cannonaded them, and that one of the ſhot ſtruck ſome ſtands of arms belonging to the corps, and damaged them; that the corps on gaining the heights returned

turned the fire with four light field-pieces, and having brought up an howitzer, ſeveral ſhells were thrown at the veſſel; that having another howitzer ready to be got up, it would have been in the power of the ſaid corps to have entirely deſtroyed the frigate, and that, by marching down to the beach, they might have reached every other ſhip of the Dutch ſquadron." But I cannot but look on that as a very doubtful fact, for other witneſſes ſay, "They could not have reached them; as, at any rate, without quitting the Bay, they might have taken another ſtation at ſuch a diſtance as to have been in perfect ſafety from the army:" I cannot therefore help thinking, that it muſt have been a very unfounded perſuaſion that this witneſs has expreſſed, of the power which the land forces could have had of annoying the Dutch fleet, and I do not think it is ſupported by the general effect of evidence. The whole amount then of the co-operation of the army on the 16th is, that a watering party of the enemy was compelled to withdraw, and that a few ſhots were exchanged between the advanced corps and a Dutch frigate; this, with the addition of one or two other circumſtances which I ſhall preſently advert to, makes the whole amount of the ſervices which are pretended to have been rendered by the army on the 16th of Auguſt. In a few hours the Engliſh fleet made its appearance; and what was then the ſituation of the Dutch fleet relative to the two forces ſeparately? With reſpect to the army, the army could not take them, nor even annoy them. Relatively to the fleet alone, no one can doubt for a moment but that, from the firſt appearance of the Engliſh fleet, the Dutch ſquadron was an object of certain capture or certain deſtruction; the utmoſt of the argument on that ſide is, that the Dutch might have deſtroyed their veſſels; there was no hope of eſcape, much leſs was there any chance of making effectual reſiſtance; an engagement was hopeleſs in regard to the ſuperiority of the Engliſh fleet, and in other reſpects the crews of the Dutch veſſels ſhewed no diſpoſition to fight, being, in every ſhip, more or leſs in a ſtate of mutiny, as we learn from Admiral Lucas himſelf. A.D. 1799

"But it is ſaid, they might have choſen the deſtruction of their ſhips, and that the preſence of the army prevented them from reſorting to this expedient, and therefore that they are to be conſidered as joint captors. It has been allowed that no ſuch caſe of joint capture as the preſent ever

A.D. occurred before; that alone is an unfavourable circumſtance,
1759 becauſe the Court would not be diſpoſed to carry this doctrine farther than it has already gone, unleſs ſome clear principle could be ſhewn to warrant the extenſion. The principle of terror to ſupport this claim muſt be, of terror operating not mediately and with remote effect, but directly and immediately influencing the capture. I will not ſay that a caſe might not, under poſſible circumſtances, ariſe, in which troops on ſhore might be allowed to ſhare in a capture made in the firſt inſtance by a fleet. I will put this caſe: Suppoſe a fleet ſhould come into a hoſtile bay with a deſign of capturing an hoſtile fleet lying there, and a fleet of tranſports ſhould alſo accidentally arrive with ſoldiers on board; ſuppoſe theſe ſoldiers made good their landing, and gained poſſeſſion of the hoſtile ſhore, and by that means ſhould prevent the enemy from running on ſhore, and from landing, and thereby influenced them to ſurrender; I will not ſay that troops in ſuch a ſituation might not entitle themſelves to ſhare, although the ſurrender had been made actually to the fleet. But ſuppoſe the troops to land on a coaſt not hoſtile, but on their own coaſt, I do not apprehend that the poſſeſſion of ſuch a ſhore would draw the ſame conſequences after it: for what difference would it make whether there was troops on ſhore or not? The enemy muſt know, that in a day or two the landing on a ſhore to them hoſtile, muſt be followed by fure and certain captivity, whether there was a party of militia or not: what additional terror does an army hold out? The conſequences of captivity would be the ſame in either caſe, and unleſs there had been a menace and denunciation of particular ſeverity, I do not underſtand that by the laws of war they would be expoſed to more than a rigorous impriſonment. Then, what is the difference between the caſe which I have put ſtated, and the preſent caſe? It is ſaid that the country was diſaffected towards the Britiſh, being but a recent conqueſt; but it appears to me that the affection of the Dutch were of a very mixed nature; the crews of the Dutch ſhips were mutinous from their attachment to the Engliſh, and ſwore they would blow out the brains of any one who ſhould fire on the Engliſh;' and with reſpect to the people of the coaſt, it by no means appears that they were unanimous in their diſaffection; it is no proof, that becauſe they

they ſupplied the Dutch fleet with proviſions they were adverſe to the Britiſh: We know that Lord St. Vincent has in this war been ſupplied with freſh proviſions from the Spaniſh coaſts; and it is well known in hiſtory, that when Louis the Fourteenth was marching againſt Holland, he was ſupplied with proviſions by Dutch merchants, not from enmity or diſaffection to their own country, but from the mere natural affection for gain. No ſtreſs therefore can be laid on that circumſtance, and it appears certain to me, that if the Dutch had attempted to deſtroy their ſhips, and to effect a landing on ſhore, they muſt in a few days have been hunted down, and have become, in the ordinary courſe of things, priſoners of war; the appearance of a military force therefore, in my opinion made no difference; it conveyed no additional terror, or at leaſt no ſuch ſpecial intimidation, as could entitle them to be conſidered as joint captors. This is my view of the caſe, ſuppoſing there had been no ſpecial denunciation that a ſevere military execution would be exerciſed upon them if they ran their ſhips on ſhore; but it is argued, that ſuch a denunciation did take place, with a view to bring them to a ſurrender; that it did produce that effect, and that without ſuch an intimation they would have perſiſted to run their ſhips on ſhore. There is a great deal of evidence on this point; there is a great deal to prove that they could not have run their ſhips on ſhore where the army was ſtationed, but that they could have run them on ſhore at another place; there is however much evidence that the Engliſh fleet could have prevented them at that ſpot; and there is alſo much evidence that the Dutch crews would not have conſented to ſuch a meaſure. A.D. 1799

"I need not enter into a minute detail of this evidence, as I think I do not ſtate it too ſtrongly when I ſay that the fact is at leaſt queſtionable, and remains at leaſt a matter of doubt, whether this meaſure could have taken place or not. It is in itſelf highly improbable that they ſhould wiſh to encounter the danger and difficulty of running on ſhore on an unfriendly coaſt, and it is not pretended that they had come to any deciſive reſolution on the ſubject; it is ſpoken of as being a matter of deliberation amongſt them, and they are rightly deſcribed as being in a ſtate of perplexity and diſtreſs. Some ſpeak of it as a thing judged proper to be done in a

A.D. 1799 council of war; but all agree that it was to be diſcuſſed again, and that they had not come to any final determination on the meaſure. When the Engliſh fleet came in ſight, it appears, that Admiral Elphinſtone ſent to ſummon them to ſurrender: a verbal anſwer was returned: Admiral Elphinſtone ſent a ſecond ſummons, and demanded an anſwer in writing: a council of war was held, and the reſult was, (for they decline ſtating particularly what paſſed at the conſultation,) that they propoſed terms of ſurrender. I think the evidence is, that they were ſtrongly inclined at that time to come to a ſurrender. But it is ſaid, that they did not expect the terms would be acceded to, but ſent them only with a view of gaining time: the evidence of Admiral Lucas's captain is to the following effect: he ſtates, "That if the army had not been preſent on the ſhore, Admiral Lucas would not, in his opinion, have engaged the Britiſh fleet, owing to the mutinous behaviour of a great part of the Dutch crews; but notwithſtanding there were enough to be depended upon to run the ſhips on ſhore and burn them, as it was the admiral's intention to do, if he had not received a letter from General Craig, informing him if he attempted ſo raſh a meaſure no quarter would be given by the troops to any individual that ſhould land; that on the appearance of the Britiſh fleet, Admiral Elphinſtone ſent to ſummon them to ſurrender; that a verbal anſwer was returned by Admiral Lucas, that he ſhould call a council of war that night, and would ſend the reſult of their conſultation to Admiral Elphinſtone the next morning; that in about three hours afterwards, another letter was brought from Admiral Elphinſtone requiring an anſwer in writing, and a promiſe that no damage ſhould be done to the ſhips during the night; that ſuch promiſe was accordingly ſent by Admiral Lucas; that the conſultation took place during the night, and at ten o'clock the next morning, the 17th of Auguſt, propoſals of capitulation were ſent;' and then he ſtates, 'That theſe were ſent only to gain time.'

"Now they had paſſed their word of honour that no damage ſhould be done during the night, and Admiral Lucas ſays 'That having given his word, he conſidered himſelf bound to do no injury to the ſhips during the night.' I cannot help thinking therefore, that if the gentlemen had ever thought of running their ſhips on ſhore, they muſt very ſoon have abandoned it, becauſe, that they ſhould bind themſelves

themſelves not to do it that night when it would be moſt easy, and reſort to it afterwards, is not very likely. Beſides, I do not ſee that their propoſals were rejected except on one article; an alteration was propoſed by Admiral Elphinſtone, 'That inſtead of a Dutch frigate other proper veſſels ſhould be appointed to carry the Dutch officers to Europe;' and this alteration was immediately acceded to on their part. A.D. 1799

"The only circumſtance that could make any difference in reſpect to the claims of the army between the time of the propoſal and the time of the capitulation is, "That General Craig's letter is ſaid to have been brought whilſt they were under deliberation.' It is rather difficult I think to conceive how this meſſage could have been conveyed: it is ſaid by a watering boat; but there ſeems to be no ſmall difficulty to underſtand how the knowledge of this matter came afterwards to General Craig; however, with reſpect to the arrival of the letter, there is a very material difference in the evidence, and the exact point is left very diſputable; one of the witneſſes ſays that he cannot ſay whether it came before or after the deciſion.

"Now under this evidence, and looking at all the facts together; conſidering the great doubt which exiſts, whether ſuch a reſolution was ever made, or could have been executed; recollecting that the account of the Dutch officers is in ſome meaſure a vindication of their own conduct, (although I do not ſee that any apology was neceſſary,) and conceiving that under their feelings as gentlemen for the misfortunes of their country, they may have expreſſed their ſenſe of their obligation to deſtroy their veſſels; perhaps rather more highly than could be juſtified by the fact; I cannot ſay that it is proved to me that the meaſure was reſolved upon; or if reſolved on, could have been executed; or if actually reſorted to, that it could not have been executed without incurring any immediate danger from the army.

"Under theſe circumſtances, I am of opinion that the claim of the army is not ſupported on any principle, on which either this Court or the Court of Appeal has pronounced for an intereſt of joint capture: even allowing the denunciation to have been made; if ſuch principle of intimidation would be ſufficient, how could I ſay that a crowd of the inhabitants of the coaſt would not be entitled alſo, if

A.D. 1799 they had threatened, as they would probably do, to knock thoſe on the head who attempted to eſcape on ſhore after deſtroying the ſhips.

"As to the former caſe of the Saldanah Bay, which has been cited, it is materially diſtinguiſhable from the preſent caſe by this circumſtance, that there the fleet was cloſe on its own ſhore, and the ſoldiers were landed from the fleet upon a hoſtile coaſt; there was pre-concert and co-operation of the moſt effectual kind; and therefore it is not applicable to this caſe. Theſe are the impreſſions which this caſe has made on my mind. I ſhall be very glad to hear any additional obſervations from the counſel for the army, if they have any thing farther to offer; but I have paid great attention to the evidence and to the arguments which I have heard, and I confeſs the impreſſion of my mind, as I have ſtated it, is ſtrong and deciſive, that the claim of the army in this caſe cannot be ſuſtained."

Decision delivered by Sir William Scott *relative to the Claim of the Commanders to the Dutch Ships taken at the Cape of Good Hope, June* 1795, *by Lord* Keith, *reſpecting the Diviſion of Priſoners of War to Holland.*

"This queſtion relates to certain Dutch ſhips, which were found at the Cape of Good Hope, by the ſquadron under the command of Lord Keith; and, which have been proceeded againſt as prize, on the part of his Majeſty, *jure coronæ*. An intervention has been now given, on the part of the Admiralty, claiming them as droits and perquiſites of Admiralty; and there can be no doubt that ſuch an intervention may be rightly given; becauſe as long as the office of Lord High Admiral, though now reſiding in the perſon of his Majeſty, continues in this kingdom to have a legal exiſtence, it is extremely proper, that the droits and perquiſites of the office ſhould continue as anciently diſtinguiſhed; and although the difference may not be very important as to any immediate conſequence under the preſent application of them, which is directed by the Treaſury, and not by the Admiralty, it is ſtill fit, that they ſhould be ſtrictly aſcertained, and with as much exact obſervance of the ancient rules, as if the proceeds were carried in the ancient and diſtinct courſe. Amongſt theſe rules, I take it to be an eſtabliſhed maxim, that the rights of the Lord High Admiral are to be conſidered as rights *juris ſtricti juris*, as rights ori[illegible]

originally granted, in derogation of thofe higher rights of the crown, which are veſted in the crown for general utility: ſuch grants are to be conſtrued ſtrictly on the known preſumption, that the crown has not parted with any right which the public welfare has conferred upon it, further than the expreſs words of the grant import. A. D. 1799

"The grant alluded to is to be found recognized in the order of council of Charles II. That order, amongſt other things, directs, 'That all ſhips and goods belonging to enemies coming into any port, creek, or road of this his Majeſty's kingdom of England, or of Ireland, by ſtreſs of weather or other accident, or miſtake of port, or by ignorance, not knowing of the war, do belong to the Lord High Admiral;' but certainly not in foreign ports: it is the firſt time that I ever heard the plea ſtated, that it was to extend beyond the dominions of the crown, to ports belonging to foreign powers. Befides, it has always been underſtood that ſuch a coming in ought to be during the ſubſiſting war.—The words uſed, 'by miſtake of port, or ignorance, not knowing of the war,' neceſſarily imply that; and all other ſeizures made any where elſe, or under any other circumſtances, prior to a war, do belong to his Majeſty.

"This being the caſe, let us ſee how the terms of this order apply to the circumſtances of the preſent caſe. On the breaking out, I cannot ſay of war, but of that ambiguous ſituation into which the irregular conduct of France had put different countries, by diſſolving the connection between the governors and the governed, it was found neceſſary, when Holland became expoſed to the invaſion of the French arms, to detain by the ſtrong hand of power, a number of Dutch ſhips in the ports of this kingdom. At the ſame time, conciliating language was uſed to the proprietors, and hopes were held out to all ſuch as ſhould voluntarily come in, that the property ſhould be reſtored to them. It is univerſally, that on the declaration of hoſtilities that enſued, thoſe ſeizures were enforced with a retroſpective operation, on all who had not complied with the terms; and were not conſidered as mere civil embargoes, but as acts of forcible poſſeſſion, on which the property ſo ſeized, was finally condemned as prize to the crown. Now, unleſs very ſtrong and bold diſtinctions can be pointed out between this caſe, and thoſe which have purſued this courſe, I ſee no reaſon why this ſhould not journey in the ſame

track.

A.D. 1799 track. Two or three diſtinctions have been taken: in the firſt place, it is ſaid, that the detention in the ports of England, was a mere civil embargo; and that an embargo of that nature could not extend to foreign ports, where the crown of England has no juriſdiction. In the firſt place, it is not neceſſary, that the embargo ſhould be exactly of the ſame nature, in order to veſt the rights of the crown; for any mode of forcible occupancy or detainer prior to hoſtilities is ſufficient for the purpoſe; and ſecondly, the nature of the embargo in the ports of this kingdom is not very accurately deſcribed, when it is termed a mere civil embargo; for it was a detention by actual force applied to them.—The ſhips were generally taken poſſeſſion of by an armed power; it was not the mere hand of the cuſtom-houſe that was laid upon them, in the civil mode of forbidding an egreſs; but it was a reſtraint and compulſion, acting by the terror and uſe of force. The embargo at the Cape was likewiſe an embargo of force; and the very argument that it could not be a civil embargo, becauſe this government had no right to lay on a civil embargo in a foreign port, proves that it was an embargo of force; though, if it was at all neceſſary that it ſhould partake of any thing like a civil authority, it muſt be remembered that the Stadtholder's name and authority is likewiſe employed; but it is notorious, that ſome ſhips of war that attempted forcibly to eſcape, were forcibly detained: that is enough to ſhew its nature, if it were at all neceſſary.

"Another diſtinction is, that in this caſe a ſhip of war was allowed to go away, whilſt in England, a ſhip of war, the Overyſſel, was detained. I think it does not appear, under what particular motive, the permiſſion to depart was given: it might be under an underſtanding that the ſhip was going to ſome other port, where diſpoſitions favourable to the Stadtholder might be expected. I think the terms of the letter lead us to conjecture that there muſt have been ſome ſuch motive, as I have ſtated; becauſe it could not be ſuppoſed that ſhe was allowed to depart, as going to the mother country, when the ſame letter expreſsly ſtates, that country to be in the hands of the French, as in fact it now remains. That permiſſion to the ſhip of war, muſt at any rate be taken, as a peculiar permiſſion, influenced by ſome particular inducement, and therefore affording no ground, by

by which we can be juſtified in diſtinguiſhing that em- A.D.
bargo from what took place here, much in the ſame ſtyle. 1799

" The queſtion is indeed, not ſo much how the matter was conducted, but whether they were in truth detained or not; that I muſt underſtand, from the very terms of theſe letters, which it is impoſſible to underſtand in any other way; becauſe, when it is ſaid they would not be allowed to depart but under a ſhip of the State, I muſt underſtand it to mean, a ſhip in the ſervice of the Stadtholder. Looking at this, I muſt ſuppoſe, that it was conducted only with that moderate and ſoothing language which was uſed alſo in this country: but, that the ſhips were in no degree leſs under the gripe of power than thoſe under detention here. They were not allowed to depart, unleſs under a Britiſh ſhip, or a ſhip that had declared its attachment and obedience to the ally of this country. I muſt therefore conſider it as being as effectual a detention as that uſed here, and *eodem intuitu.* Indeed it is impoſſible to ſuppoſe, that any real diſtinction was intended to be made between property detained here, and property detained there: it was all intended to be ſubject to the ſame final application, whatever that might be; and, though local circumſtances might call for ſome difference in the apparent mode of treatment for the preſent, yet the real intention, and the ultimate deſtination was the ſame in both. It was not, as was aſſerted, for the mere purpoſe of caution, to prevent their falling into the hands of the French, but for the further purpoſe of ſecuring them for Britiſh uſe, in caſe ſubſequent events ſhould diſqualify the Dutch proprietors for reſtitution.

" As for the expreſſion, 'that they were not to be conſidered as ſeized,' I look upon that to be nothing more than the ſame ſort of ſofter language, of preſent policy, that was uſed here, in a ſituation of affairs that required ſome management and addreſs; and when one obſerves the actual and effectual detention for nine months, during which time theſe ſhips would have moved off, if they had not been forcibly reſtrained, it is impoſſible to ſuffer the mere expreſſion and ſtyle of the letter to alter the real conſequences, or diſtinguiſh them from thoſe which took place here under ſimilar circumſtances.

" The Cape in the end ſurrendered, and certainly as a hoſtile colony: the very next day it is ſtated, that Captain Hardy was commiſſioned to take the command of one of

A. D. 1799 of these vessels; this was before the declaration of hostilities against Holland was known at the Cape, and it affords, I think, a pretty authentic exposition of the intention under which the first possession was taken. The colours were not formally taken down till a subsequent day, after the declaration of hostility had arrived, but the ships had not been less really under the power of the English squadron. Generally speaking, the taking down of the colours is the formal act of surrender; but in the present case it is evident that it was an unsubstantial form, and that no surrender was required.

Under these circumstances, I cannot think that the distinctions taken in this case do materially vary it from the cases of seizure of all other Dutch property at the same time; and therefore, I reject the allegation.

Allegation on the part of the Admiralty rejected.

Case of an Allegation given on the part of the Admiralty, claiming an interest in the capture at the Cape of Good Hope, in virtue of several non-commissioned East India Ships, assisted to have assisted in the enterprize, decided as follows by Sir WILLIAM SCOTT.

"THIS question arises on the claim of certain East-India ships, or rather of the Admiralty on their behalf, to share in the capture made at the Cape of Good Hope. It appears by reference to the gazettes, and to the allegation, and in all the evidence, as far as it is necessary for me to state it, that these ships were employed to carry a number of troops to the Cape of Good Hope. The greatest part of the naval operations necessary for the reduction of that colony, had been performed, before the arrival of these ships; and there appears to have been only one particular piece of military service performed on the part of the navy after their arrival, and on which only one of these ships was employed: that vessel will undoubtedly be allowed to share; as to the rest, although it must be admitted, on all sides, that the East-India Company have performed services, in respect to this expedition, which may entitle them to the thanks of their country; yet the question of legal merit, whether they will be entitled to share in the proceeds of this prize, will depend on very different considerations.

"It

"It is not ſtated in what way the agreement was made with theſe ſhips, whether it was to act in a military capacity or not; if it was to act in a military character, that might nearly decide the queſtion. But nothing is ſaid on this ſubject in the plea, and therefore I muſt infer that no ſuch ground of pretenſion could be ſuſtained. All that is ſaid is 'that they carried out General Clarke and his troops.' It is perfectly clear, that at the time of leaving the coaſts of Braſil, it was perfectly unknown to theſe ſhips for what attack theſe troops were conveying:—Whether, by virtue of their contract, they were to ſtay at any place, or come away after the troops were landed at ſuch place, is wrapped in complete ſilence; and therefore, for want of any more particular deſcription, I can look only to their general character, which is that of merchant veſſels, commiſſioned againſt the French, but having no commiſſion againſt that enemy who was the particular object of this expedition; whatever their force may have been, I do not ſee that they can be conſidered, in their original character, as more than tranſport veſſels, liable to be called upon occaſionally to act, with alacrity and vigor; (for Britiſh veſſels, of any character, are liable to be ſo called upon on extraordinary occaſions of public neceſſity;) but not deriving from that circumſtance, as far as this expedition was concerned, any title to invert them with a military character; for the mere conveyance of troops would have no ſuch effect. At the ſame time, it is true, that a military character might be afterwards impreſſed upon them, by the nature and courſe of their ſubſequent employment. If they have been aſſociated to act, in conjunction with the King's fleet, and did to act, they may acquire an intereſt, which, on proper application, will be ſure to meet with due attention. The queſtion, for me to conſider, then will be, whether they have acquired that military character or not? Their pretenſions have been put on ſeveral grounds; it is firſt ſaid, that they were aſſociated with the fleet; mere aſſociation will not do, the plea muſt go farther, and ſhew in what capacity they were aſſociated, and that capacity muſt be ſtrictly military. Tranſports are aſſociated with fleets and armies for various purpoſes, connected with, or ſubſervient to the military uſes of thoſe fleets and armies. But if they are tranſports merely, and as ſuch are employed ſimply in the tranſportation of ſtores or men, they do not riſe above their

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A.D. 1799 their proper mercantile character in consequence of such an employment; the employment must be that of an immediate application to the purposes of direct military operations, in which they are to take a part.

"It is next placed, on the ground of intimidation; and it is said, that when the enemy is proved to have been intimidated, where it is not matter of inference, but of actual proof; the assistance arising from intimidation is not to be considered as constructive merely, but an actual and effective co-operation. But I take that not to be quite correct; for an hundred instances might be mentioned in which actual intimidation might be produced, without any co-operation having been given. Suppose the case of a small frigate, going to attack an enemy's vessel, and four or five large merchant ships, unconscious of the transaction, should appear in sight; they might be objects of terror to the enemy, but no one would say, that such a terror would entitle them to share; though the fact of terror was ever so strongly proved, there would not be that co-operation, nor that active assistance which the law requires, to entitle non-commissioned vessels to be considered as joint captors. What is the intimidation alledged?—'That the Dutch forces were about to make an attack on the British army, but on the appearance of these fourteen ships, desisted.' This was an intimidation, of which the ships were totally unconscious; and which would have been just as effectually produced by a fleet of mere transports; and I see no principle on which I could pronounce these ships entitled, on which I should not be also obliged to pronounce any fleet of merchantmen entitled in a similar situation; for any number of large ships, known to be British, and not known to be merchantmen, would have produced the same effect. The intimidation was entirely passive, there was no *animus* nor design on their part, nor even knowledge of the fact; for it was not till the next day, when their commodore returned from Lord Keith, that they knew any thing of the matter, or ever thought of the terror that they had assisted in exciting. I take it to be uncontrovertibly true, that no case can be alledged in which a terror so excited, has been held to enure to the benefit of a non-commissioned vessel. Another ground on which it is put, and which it may be proper for me to advert to, is the ground of analogy. That it is a case of assistance, analogous to that of joint chasing, on which

which it is said to be sufficient, if the non-commissioned ship put itself in motion: and the cases of the *Twee Gesyster* A.D. 1799

* "This was the case of a Dutch ship, taken 31st Dec. 1780.

"The circumstances of the case were, that on the morning of the 31st, the prize in question, of 200 tons and 16 men, was discovered by two armed cutters, the Providence and Spitfire, each manned with 16 men, (the Providence being commissioned, and the Spitfire not commissioned, against the Dutch), when they immediately chased; the Providence first reached the prize; the Spitfire being then distant about one English mile, soon afterwards came up, and immediately afterwards the prize was seized by the Providence and the Spitfire; her prisoners and papers secured, some in the Providence, and some in the Spitfire; and the master of the Spitfire was put on board the prize, with several men, and the Providence left the prize with the Spitfire to convey her to Dartmouth.

"These facts were acknowledged, and the Spitfire was allowed to have been a joint chaser by the Providence.

"The sentence of the Judge of the High Court of Admiralty, 21st June 1783, pronounced the Providence to be the captor, but that the Spitfire was aiding and abetting; and decreed the Spitfire to take half the share she would have been entitled to, had she had a commission against the Dutch.

"This part of the sentence being appealed from, on the part of the Providence, the Proctor of the Admiralty intervened, 15th Feb. 1785, and prayed, that such part of the prize as the Spitfire would have been entitled to, if commissioned, might be condemned as a droit of Admiralty.

"On the 8th of March 1785, the Lords of Appeal pronounced for the interest of the King, in his office of admiral; and that such proportion of the prize as would have belonged to the Spitfire, if commissioned, was liable to confiscation as a droit and perquisite of Admiralty, and condemned the prize 'as taken by the private ship of war the Providence, and the non-commissioned ship the Spitfire: and directed the same to be shared in proportion accordingly.—Present,

Lord Camden,
Lord Grantly,
Sir Joseph Yorke,
Sir Lloyd Kenyon, Master of the Rolls.

"A circumstance not unworthy of notice in this case, though not affecting the judgment, was, that it was stated on the part of the captor, 'that on the commencement of hostilities against the Dutch, the owners of the Spitfire fitted her out as a private ship of war, sent her on a cruize against his Majesty's enemies, and applied for letters of marque: that the Commissioners of the Admiralty granted a warrant to the Judge of the Admiralty to issue letters of marque and general reprisal against the Dutch, to Luther the master of the Spitfire, on the 29th of December 1780; but by reason of the then great flood of causes in the Admiralty Court, the letters of marque could not be obtained under seal, till the first day of January 1781, and that first capture was made on the 31st Dec.'

"This was stated among other points, in the *petition of appeal*, but the claim of the non-commissioned captor was not allowed. From which it appears, that the endeavours of the party to obtain a commission,

A.D. 1799 ships in the last war, and the *Le Prompt** have been relied upon. I see no ground on which the analogy can be supported: the cases cited were of a different nature; in both

* "The Le Prompt, Captain [illegible].

"This was a French East-India ship taken by several ships, composing part of a British East-India fleet, [illegible].

"Of the ships in question, the Centaur, Captain Dixon, had not taken out a letter of marque; the others were commanded by private ships of war.

"On the part of the Glatton no appearance was given, previous to a decision on the interests on the question of law. The facts being examined on all sides, it was the opinion of the Court, that the ships, and that the Centaur made instrumental to their capture, the Directors of the Admiralty appeared for the King in his office of Admiralty, [illegible] to the proportion of the prize in question as would [illegible] to the pronounced liable to confiscation to the King in his office of Admiralty, as droits and perquisites of Admiralty.

"The interest of the East-India Company claimed the prize, on account of the private ships of war, and the Glatton, not commissioned, the Glatton's part was claimed as the property of the owners.

"The Court, in the first instance, was of opinion, that the Centaur, not having the words of the commission for cruizing, contained in the above mentioned [illegible] of the Glatton, prize to the latter, and not to the Centaur.

"We, the Lords Commissioners of the Admiralty, commissioned private ships of war, which with the non-commissioned ship Glatton, Captain Dunnaman, in company, captured the French ship Le Prompt, of [illegible] guns, and [illegible] men, on the eighth of June 1793, the Centaur, not having a commission for cruizing, and at the time of the capture of the Centaur's boats employed, distant [illegible] miles from the nearest vessel; Captain Dunnaman thereupon [illegible] to the Admiralty) but at the ward will be found the Centaur [illegible] and then were, and claimed the prize until [illegible] Glatton [illegible] ship. And we do [illegible] Centaur not being to windward, it was [illegible] the other ships to [illegible] with [illegible] the Centaur, [illegible] the Glatton [illegible] Centaur [illegible] Glatton [illegible] Centaur [illegible] Glatton [illegible] Centaur [illegible]

both of them the non-commiſſioned ſhips chaſed *animo capiendi*, and contributed materially, in the caſe of the *Le Prime*, directly and immediately, to the act of capture. In the preſent caſe, theſe ſhips approached, it is true, the coaſt of the Cape of Good Hope, but with no *animus capiendi*, with no hoſtile purpoſe entertained by themſelves; for they were totally ignorant of the objects of the expedition. It is, moreover, obvious to remark, that all caſes of joint chaſing at ſea differ ſo materially from the caſes of conjunct operations at land, that they are with great danger of inaccuracy applied to illuſtrate each other. In joint chaſing at ſea, there is the overt act of purſuing, by which the deſign and actual purpoſe of the party may be aſcertained; and much intimidation may be produced: but in caſes of conjunct operations at land, it is not the mere intruſion even of a commiſſioned ſhip, that would entitle parties to ſhare. The words of the act of parliament direct, 'That in all conjunct expeditions of the navy and army, againſt any fortreſs upon the land, directed by inſtructions from his Majeſty, the flag and general officers, and commanders, and other officers, ſeamen, marines, and ſoldiers, ſhall have ſuch proportionable intereſt and property, as his Majeſty, under his ſign manual, ſhall think fit to order and direct.' The intereſt of the prize is given to the fleet and army, and it would not be the mere voluntary interpoſition of a privateer that would entitle her to ſhare. It would be a very inconvenient doctrine, that private ſhips of war, by watching an opportunity, and intruding themſelves into an expedition, which the public authority had in no degree committed to them, ſhould be at liberty to ſay, 'we will co-operate:' and that they ſhould be permitted to derive an intereſt from the [illegible], to the diſadvantage of thoſe to whom the [illegible] was originally entruſted. Expeditions of this kind, [illegible] by the immediate authority of the ſtate, [illegible] its own inſtruments, whom it has ſelected for [illegible]; and it might be attended with very grave [illegible] to the public ſervice of the country, if private individuals could intrude themſelves into ſuch undertakings, under [illegible] under colour of their letter of marque. I think [illegible], that the caſes of chaſing at ſea, and of conjunct operations at land, ſtand on different principles; and that there is little analogy, which can make them clearly applicable to each other. It is next ſaid, that they

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A. D. 1799 they were directed to hoiſt pendants; and that it was the opinion of a very high military* officer, in a former caſe, that the permiſſion to wear the pendant did give the character of a king's ſhip: but the deciſion, in the very caſe in which that opinion was offered, (in the capture of Negapatam), held, that a ſhip, which in that caſe had worn a pendant, was not to be conſidered in a military character, but as a tranſport; the mere circumſtance therefore, that theſe ſhips, which were large ſhips, and had before carried pendants, and had taken them down only out of reſpect to the king's ſhips, and were deſired to hoiſt them again, I cannot hold to be a ſufficient proof, that they were by that act taken and adopted into the military character; I can attribute no ſuch effect to a mere act of civility and condeſcenſion.

"In the next place, it is argued, that theſe ſhips were actually employed in military ſervice, although there is no ſuch averment in the plea. It comes out in evidence only, (by which I muſt obſerve the other party is deprived of the opportunity of counterpleading), that their boats were employed in carrying proviſions and military ſtores on ſhore: that was a ſervice certainly, but not a ſervice beyond the common extent of tranſport duty. They landed them, probably at the ſame time with the troops for whoſe uſe they were intended; and if not at the ſame time, ſtill it is no more than what they were bound to do with the ſtores and proviſions they carried.

"It is likewiſe ſaid, that they received military orders; and if that fact was ſufficiently proved, it might be material; but it is obſervable, that not a ſingle order is pleaded in the allegation, except in reſpect to the Bombay Caſtle: that veſſel, it appears, was ſent under military orders to create a diverſion; and I think I do not give too much to that ſhip, when I ſay, that this circumſtance was ſufficient to cloath her with a military character, being engaged in a military employment and expoſed to danger: but it is argued, that becauſe orders were given to man this ſhip by detachments from the reſt, that it will make the whole fleet entitled to be

* "The Advocate of the Admiralty had ſaid, during the cauſe, that in the caſe of Negapatam, he had waited on Lord Hood, and had received his Lordſhip's authority to ſtate it, as his opinion, 'That the permiſſion of the admiral of the fleet to merchant veſſels to wear pendants, was conſidered as an act, adopting them into the King's ſervice, for that occaſion.'"

conſidered

considered as acting likewise in a military capacity. Taking it upon the argument, that this was done by orders directly from Lord Keith, I cannot think it would have that effect; for in the first place, can it be denied, that a commander in chief might exercise a power of impressing a number of their crews, without giving to those ships any thing of a military character? It is within the power of commanders on maritime expeditions, to press persons of that description to assist in any particular service, in such a case of public emergency. But no such orders are pleaded, nor by any means proved to have been given: the communication was carried on between Lord Keith and one particular person, Captain Rees, in the same manner as it would have been done, if they had been mere transport-vessels; and the only order mentioned was, that the crew of the Bombay Castle should be increased. A. D. 1799

"The next military orders that are relied on, are those for a draft of twenty men from each ship, for the purpose of drawing the artillery, &c. and I think the same observation would apply to these also; for I have no hesitation in saying, that in a remote expedition like this, the commanders of his Majesty's forces have a right to call into their service, for such purpose, the assistance of British mariners; and I hope, and trust, the time will never come, when British mariners will think that they are called beyond the line of their duty, when they receive an order to that effect. The fact is, that it was done rather by invitation, as a better mode of doing it, and the words of Captain Rees's deposition describe it, as an address for volunteers, rather than as an exercise of authority and command. These are the whole military services, with the exception of those indefinite services, on which much argument has been bestowed; I mean those referred to in Lord Keith's letter; in which Lord Keith acknowledges that these transports had contributed to the surrender. In the first place, a letter of that kind, written in the moment of victory, should not be too strictly interpreted as conveying any opinion of the writer, on the minute parts of the transaction: taking it, however, to be as argued, that it does shew his sentiments at that moment on the matter; it is by no means conclusive upon the question. It might be erroneous in fact; much less can it be considered as conclusive in point of law — Lord Keith is not the only party: on the facts, it is not conclusive against others;

A.D. 1799 and on the law, it is not concluſive againſt himſelf; for if he ſhould be found to be miſtaken, as to the legal effect of ſuch ſervices, who would ſay that he would be concluded by this admiſſion. However, looking at the letter carefully, I do not ſee that Lord Keith might not have written juſt in the ſame manner to a fleet of tranſports doing their duty with alacrity and zeal, as a general expreſſion of thanks for the performances of thoſe ſervices, in which they had been reſpectively employed.

"Upon the whole of theſe facts, I feel myſelf obliged to pronounce, that it has not been ſhewn that theſe ſhips ſet out in an original military character; or that any military character has been ſubſequently impreſſed upon them by the nature and courſe of their employment; and therefore, however meritorious their ſervices may have been, and however entitled they may be to the gratitude of their country, it will not entitle them to ſhare in this valuable capture."

MEDITERRANEAN.*

On the 6th of February, the Argo, of 44 guns, commanded by Captain James Bowen, being on a cruiſe off the coaſt of Catalonia, in company with the Leviathan, diſcovered two large Spaniſh frigates at anchor near a fortified tower on the South point of the Bahia d'Alcude; who immediately upon perceiving the Britiſh ſhips cut their cables, and made ſail to the N. N. E.; chace was inſtantly given, under all the canvas the ſhips could bear; it blowing at this time a ſtrong gale, the Leviathan unfortunately carried away her main-top-ſail yard, by which accident ſhe dropped ſo much a-ſtern as to be ſoon out of ſight of the Argo. The Spaniards at the cloſe of the day ſeparated: Captain Bowen, however, by judicious management and ſkilful manœuvres, kept ſight of one of the frigates, which at midnight he got alongſide of; the Leviathan at the ſame time coming up, ſhe ſurrendered after the firſt broadſide, and proved to be the Santa Thereſa, commanded by Don Pablo Perez, mounting 42 guns, and manned with 280 ſeamen and marines, beſides 250 ſoldiers.

The frigate which made her eſcape, was the Proſerpine of the ſame force.

* Appendix, Chap. II. No. 92.

On

On the 16th of February Captain John Markham, in the Centaur, with the Leviathan, Argo, and Cormorant, attacked the town of Combrelles; the Spaniards being driven from the batteries, the boats of the ſquadron were ſent in under the command of Lieutenant Groſſet, who diſmounted the guns, burnt five ſettees, and took three others, with two tartans laden with wine. A.D. 1799

On the 22d of February, L'Eſpoir ſloop of war, Captain James Sanders, being off the town of Morbello, came up with two Spaniſh armed xebecs, one of which, after a ſharp conteſt of an hour and fifty minutes, was carried by boarding. She proved to be the Africa, of 14 long four pounders, and 4 braſs four pound ſwivels, 75 ſeamen, and 38 ſoldiers, commanded by Joſepho Subjado, who, with two officers and 25 ſeamen, were wounded; one officer and eight ſeamen killed. L'Eſpoir had two ſeamen killed, and two wounded.

On the 1ſt of March the iſland of Corfu ſurrendered to the Ruſſian and Turkiſh forces. His Majeſty's late ſhip the Leander was amongſt the veſſels captured in the harbour. The Emperor of Ruſſia, as a compliment to the King of Great Britain, ordered her to be reſtored; ſhe was accordingly delivered up to the commander in chief in the Mediterranean.

The following letters paſſed between Captain Thomas Trowbridge, who was entruſted by Rear Admiral Lord Nelſon with the command of a ſmall ſquadron on the coaſt of Naples, and the French General Macdonald.

" *Culloden, at anchor off the Iſle of Procida,*
" *April* 5, 1799.

" To his Excellency General MACDONALD.

" Sir,

" Having learnt that the French corſair, Le Championet, a prize belonging to one of his Majeſty's ſhips under my command, has been driven by bad weather into the port of Caſtell al Mare; and having during the laſt five months releaſed near 4000 French priſoners, I truſt that your Excellency will ſet at liberty the midſhipman, and ſeven Engliſh ſailors whom you now have in your power; I muſt alſo inform your Excellency, that on the 10th I ſent from Palermo for Nice, a cartel, with 300 French priſoners on board.

A.D. 1799 "It is with real concern, I learn, that the property of our minister, Sir William Hamilton, is detained in his house at Naples. You, Sir, as an officer and a soldier, should know that the effects of ambassadors have never been considered as the fruits of victory; and I am confident, that what has taken place, must have been done without your knowledge. A minister is forced to follow the court to which he is sent. I request you to remember, what was the conduct which was pursued towards your Consul and your merchants at Leghorn, when we took possession of that port in November last.

"I must also inform you, that I took off the heights of Alexandria, one Monsieur Beauchamp, dressed as a Turk, on his road to Constantinople, as a spy, with secret instructions, and having about him near 600l. sterling concealed in his clothes, which I returned him, conceiving it to be the duty of every officer to mitigate the scourge of war, which should be made to fall as lightly as possible on individuals, and to treat his prisoners with every kindness in his power. I should be happy if I could say that our officers, soldiers, and sailors had been treated in that manner by the Directory. I hope, Sir, after this explanation, that you will make no difficulty in restoring the above midshipman and sailors to the officer who brings this letter, and that you will release all the English in your power. I will take care to keep a list of them, and the officer will give you a receipt for such men as you shall send me.

"I have the honour to be, with high consideration,
"Your very humble, and very obedient servant,

T. TROWBRIDGE."

Reply of General Macdonald.

"Sir,

"The crew of the small vessel driven by bad weather into Cadiz [illegible] Mare, are at present performing quarantine. But as soon as the officer of health shall have declared that there is no danger in a communication with them, I will give the necessary orders for landing them on board.

"The [illegible] may convince himself that [illegible] but [illegible] him one, but [illegible] which

which it was found at the time of the conqueſt of Naples. A.D.
You, Sir, who ſo well underſtand the law of nations, 1799
ſhould remind the ex-king of Naples of it, who at this moment keeps in chains, without reaſon, and without motive, the vice conſul of the French republic.

"I beg you will be perſuaded, Sir, that your priſoners have been treated with all the care, and all the attention that misfortune can claim, and humanity beſtow. I ſhould be glad if I could ſay the ſame of the agents of your government, and of you in particular.

"I am with conſideration, &c.

"MACDONALD."

Events which occurred in Egypt.

The naval occurrences which happened on the coaſt of Egypt and Syria, are extremely intereſting; it will therefore be neceſſary, frequently to inſert the letters of Captain Sir William Sidney Smith, who commanded the Britiſh forces; in order to illuſtrate clearly, the heroic exploits of that gallant and indefatigable officer, together with thoſe employed under his immediate command, during one of the moſt arduous and hazardous enterpriſes ever recorded.

The firſt of theſe bold atchievements, was his defeat of the French army, before St. Jean d'Acre, of which he gives the following account in his letter to Earl St. Vincent.

Tigre, off St. John d'Acre, 23d March, 1799.

"My Lord,

"I have the honour to inform you, that in conſequence of intelligence from Djezar Pacha, governor of Syria, of the incurſions of General Bonaparte's army into that province, and its approach to its capital, Acre, I haſtened with a portion of the naval force under my orders to its relief, and had the ſatisfaction to arrive there two days before the enemy made its appearance.

"Much was done in this interval, under the direction of Captain Miller, of the Theſeus, and Colonel Philipeaux, towards putting the place in a better ſtate of defence, to reſiſt the attack of an European army; and the preſence

A.D. 1799 of a Britiſh naval force appeared to encourage, and to decide the Pacha and his troops to make a vigorous reſiſtance.

" The enemy's advanced guard was diſcovered at the foot of Mount Carmel, in the night of the 17th, by the Tigre's guard-boats; theſe troops not expecting to find a naval force of any deſcription in Syria, took up their ground cloſe to the water ſide, and were conſequently expoſed to the fire of grape ſhot from the boats, which put them to the route the inſtant it opened upon them, and obliged them to retire precipitately up the ſide of the mount. The main body of the army finding the road between the ſea and mount Carmel thus expoſed, came in by that of Nazareth, and inveſted the town of Acre to the eaſt, but not without being much harraſſed by the Samaritan Arabs, who are even more inimical to the French than the Egyptians, and better armed. As the enemy returned our fire by muſquetry only, it was evident they had not brought cannon with them, which were therefore to be expected by ſea, and meaſures were taken accordingly for intercepting them; the Theſeus was already detached off Jaffa (Joppa). The enemy's flotilla, which came in from ſea, fell in with and captured the Torride, and was coming round Mount Carmel, when it was diſcovered from the Tigre, conſiſting of a corvette and nine ſail of gun veſſels, on ſeeing us, they inſtantly hauled off. The alacrity of the ſhip's company in making ſail after them, was highly praiſeworthy; our guns ſoon reached them, and ſeven as per incloſed liſt ſtruck; the corvette, containing Bonaparte's private property, and two ſmall veſſels eſcaped, ſince it became an object to ſecure the prizes without chaſing further; their cargoes conſiſting of the battering train of artillery, ammunition, platforms, &c. deſtined for the ſiege of Acre, being much wanted for its defence. The prizes were accordingly anchored off the town, manned from the ſhips, and immediately employed in harraſſing the enemy's poſts, impeding his approaches, and covering the ſhips boats ſent further in ſhore to cut off his ſupplies of proviſions conveyed coaſtways. They have been conſtantly occupied in theſe ſervices for theſe five days and nights paſt; and ſuch has been the zeal of the crews, that they requeſted not to be relieved, after many hours ſucceſſive labour at the guns and oars. I am very ſorry to ſay, that we met with ſome loſs, as per incloſed liſt, which however is

is balanced by greater on the part of the enemy, by the encouragement given to the Turkiſh troops from our example, and by the time that is gained for the arrival of a ſufficient force to render Bonaparte's whole project abortive. I have had reaſon to be perfectly ſatisfied with the gallantry and perſeverance of lieutenants Buſhby, Inglefield, Knight, Stokes, and lieutenant Burton of the marines, and of the petty officers and men under their orders. A.D. 1799

"I have the honour be, &c.

"W. SIDNEY SMITH."

Liſt of the Gun Veſſels compoſing the French Flotilla, bound from Alexandria, and Damietta, to St. John d'Acre, taken off Cape Carmel, by his Majeſty's Ship Tigre, 18th March, 1799.

La Nigreſſe of 6 guns, and 53 men.
La Tendre of 8 guns, and 52 men.
La Dangereuſe of 6 guns, and 23 men.
La Maria Roſe, of 4 guns, and 23 men.
La Dame de Grace, of 4 guns and 35 men.
Les Deux Freres, of 4 guns, and 23 men.
La Torride, retaken, of 2 guns, and 30 men.

Total, 7 gun-boats, 34 guns, and 230 men.

"Theſe gun-boats were loaded, beſides their own complement, with battering cannon, ammunition, and every kind of ſiege equipage, for Bonaparte's army before Acre."

"W. SIDNEY SMITH."

N. B. The Marianne gun-boat was taken previouſly, and the tranſport, No. I. ſubſequently by the Tigre.

Return of the killed and wounded in the boats of his Majeſty's ſhips, Tigre and Theſeus, and in the gun veſſels employed againſt the French army before Acre, from the 17th to the 23d of March, 1799.

Tigre——Mr. Arthur Lambart, Mr. John Goodman, and Mr. John Gell, midſhipmen, and 8 ſeamen killed; 20 ſeamen wounded, of which 8 are among the 20 priſoners.

A. D. 1799 Theſeus—Mr. John Carra, midſhipman, killed; John Waters, midſhipman, and 6 ſeamen wounded.

Total—Four midſhipmen and 8 ſeamen killed; and 1 midſhipman and 26 ſeamen wounded.

"W. S. SMITH."

"On board his Majeſty's
ſhip Tigre, before Acre,
March 23, 1799.

N. B. The officers, petty officers, and ſeamen employed in this ſervice were volunteers. The dead bodies of Mr. Gell, and Peter M'Kircher, ſeaman, which fell into the hands of the enemy, were buried by them with the honours of war.

The check which the French army had met with, and the loſs of their heavy cannon and ſtores, made Bonaparte draw back his out-poſts, and encamp his army on an inſulated height, which borders the ſea at about a mile diſtance. After taking poſſeſſion of Saffet, Nazareth, and Scheffam, in order to clear the paſſes on the road to Damaſcus; Bonaparte reconnoitred St. Jean d'Acre more accurately with his officers of artillery and engineers, Dommartin and Caffarelli, and determined to attack the front on the eaſt of the town. On the 20th of March, the trench was opened at 900 feet from the place. The French puſhed their works at firſt with ſo much activity, that the ninth day after the opening of the trench, they had 12 pieces of cannon and 4 mortars mounted, and played with ſuch effect as to pierce the tower, while a branch of the mine had been puſhed on to blow up the counterſcarp. The mine was ſprung, but it only made a hole in the glacis; the French thought the counterſcarp injured. The ditch which had been badly reconnoitred, had appeared but of little depth; the ardour of the grenadiers, and the contempt with which the taking of Jaffa had inſpired them for this kind of fortification, did not ſuffer them to heſitate. Inſtead, however, of finding every obſtacle ſmoothed and levelled, they were ſtopped by a ditch of fifteen feet, of which ſcarcely half was filled up by the rubbiſh of the breach: they plunged into it, placed ladders, climbed the breach, but found themſelves ſeparated by the counterſcarp from the troops which were to ſupport them. Mailley, Leſcalles, and Lanuſſe, the officers who headed the attack under a moſt dreadful fire periſhed. The Turks, who had aban-

doned

doned the tower, re-entered it, and the French retreated A.D.
to their trenches. During this time the ſhips under Sir 1799
Sidney Smith had been forced to ſea in a heavy gale, excepting the Alliance and Prize gun-boats, which fortunately rode out the ſtorm. On his return he found that Captain Wilmot had been indefatigable, in mounting the prize guns under the direction of Colonel Phillipeaux, an able officer of engineers, and that the fire therefrom had ſlackened that of the enemy; as there was much to be apprehended from the effect of the mine which led under the counterſcarp, a ſortie was determined on, in which the ſeamen and marines were to force their way into it, while the Turkiſh troops attacked the enemy's trenches on the right and left. The ſally took place juſt before day-light, on the morning of the 9th of April; the impetuoſity and noiſe of the Turks rendered the attempt to ſurprize the enemy abortive, though in other reſpects they diſplayed great valour. Lieutenant Wright of the Tigre, who commanded the ſeamen pioneers, notwithſtanding he received two ſhots in his right arm as he advanced, entered the mine with the pikemen, and proceeded to the bottom of it, where he verified its direction, and deſtroyed all that he could in its then ſtate, by pulling down the ſupporters. Major Douglas of the marines, to whom Sir Sidney Smith had given the neceſſary rank of colonel, to enable to command the Turkiſh officers of that rank, ſupported the ſeamen in this deſperate ſervice with great gallantry, under the increaſed fire of the enemy, bringing off Lieutenant Wright who had ſcarcely ſtrength left to get out of the enemy's trench, from which they were not diſlodged; with Mr. Janverin, midſhipman, and the reſt of the wounded. The only officer who was killed on this occaſion, was Major Oldfield, of the marines, an officer of diſtinguiſhed merit.

Sir Sidney Smith ſays in his letter, dated the 2d of May, to Earl St. Vincent. The enemy continue to make the moſt vigorous efforts to overcome our reſiſtance in the defence of this place (Acre). The garriſon has made occaſional ſorties, protected by our ſmall boats on their flank with field pieces, in which the moſt eſſential ſervice has been performed by Lieutenant Brodie, and Mr. Atkinſon of the Theſeus, and Mr. Ives, maſter of the Tigre, who commanded them. Yeſterday, the enemy, after many hours heavy cannonade from thirty pieces of artillery brought from

A.D. 1799 from Jaffa, made a fourth attempt to mount the breach now much widened; but were repulſed with loſs. The Tigre moored on one ſide, and the Theſeus on the other, flank the town walls; the gun-boats, launches, and other rowing boats, continue to flank the enemy's trenches to their great annoyance. Nothing but deſperation can induce them to make the fort of attempts they do, to mount a breach practicable only by means of ſcaling ladders, under ſuch a fire as we pour in upon them; and it is impoſſible to ſee the lives even of our enemies thus ſacrificed, and ſo much bravery miſapplied without regret. Our loſs is as per liſt encloſed, and we have therein to lament ſome of the braveſt and beſt among us. Captain Wilmot was ſhot on the 8th ultimo, by a rifleman, as he was mounting an howitzer on the breach; the loſs is ſeverely felt. We have run out a ravelin on each ſide of the enemy's neareſt approach, in which the marines of the Tigre and Theſeus have worked under a heavy and inceſſant fire from the enemy, in a way that commands the admiration and gratitude of the Turks, as it is evident the flanking fire produced from them contributed much to ſave the place yeſterday. Colonel Philipeaux of the engineers, who projected and ſuperintended the execution, has fallen a ſacrifice to his zeal for this ſervice; want of reſt, and expoſure to the ſun having given him a fever, of which he died this morning; our grief for this loſs is exceſſive on every account. Colonel Douglas ſupplies his place, having hitherto carried on the work under his direction, and is indefatigable in completing it for the reception of cannon. I muſt not omit to mention, to the credit of the Turks, that they fetch the gabions, faſcines, and thoſe materials which the garriſon does not afford, from the face of the enemy's works, ſetting fire to what they cannot bring away. The enemy repair in one night all the miſchief we do them in the day, and continue within half piſtol ſhot of the walls in ſpite of the conſtant fire kept up from the ramparts under the direction of Lieutenant Knight.

Return of the killed and wounded belonging to his Majeſty's ſhips Tigre, Theſeus and Alliance, at the ſortie from the town of Acre, againſt the French beſieging that town on the 9th of April, 1799.

Tigre—Lieutenant Wright, Mr. Janverin midſhipman, and 11 men wounded.

Theſeus

Theſeus—Major Oldfield, and 2 marines killed; Lieu- A.D.
tenant Beaty of marines, Mr. James, M. B. Forbes, mid- 1799
ſhipmen (ſlightly), 1 ſerjeant and 4 marines wounded.

Alliance—One ſeaman and two marines wounded.

Total—One major and 2 marines killed; 1 lieutenant of marines, 2 midſhipmen, 1 ſerjeant, 6 marines, and 12 ſeamen wounded.

Return of caſualties, killed and wounded, belonging to his Majeſty's ſhips Tigre, Theſeus, and Alliance, between the 8th of April, 1799, and the 2d of May following, employed in the defence of Acre.

Tigre—Mr. Edward Morris, midſhipman, and 3 ſeamen killed; lieutenant Knight and 7 ſeamen wounded.

Theſeus—One ſeaman killed, 1 marine wounded.

Alliance—Captain Wilmot, killed by a ſhot as he was mounting a howitzer on the breach.

Total—One captain, 1 midſhipman, and 4 ſeamen killed; 1 lieutenant, 7 ſeamen, and 1 marine wounded.

About the firſt of May, Bonaparte was ſtrengthened by the arrival of ſome pieces of battering artillery; three 24 pounders brought by the frigates under Vice Admiral Perée to Jaffa, and ſix 18 pounders ſent from Damietta; theſe pieces were immediately planted againſt the town, and the ſiege was carried on with redoubled vigour—at this period the French met with a great loſs in General Caffarelli, one of their principal engineers, who died of the wounds he had received a few days before.

The ſubſequent events which happened during the remainder of the ſiege, until the raiſing of it, are moſt clearly and emphatically related in the following letters from Sir Sidney Smith, to Rear Admiral Lord Nelſon.

Tigre, Acre, May 9th, 1799.

" My Lord,

" I had the honour to inform your lordſhip, by my letter of the 2d inſtant, that we were buſily employed in completing two ravelins for the reception of cannon, to flank the enemy's neareſt approaches, diſtant only ten yards from them. They were attacked that very night, and alſo every night ſince; but the enemy have each time been repulſed with very conſiderable loſs. The enemy continued to batter in breach with progreſſive ſucceſs, and have nine ſeveral times attempted to ſtorm, but have as often been beaten

A. D. 1799 beaten back with immenſe ſlaughter. Our beſt mode of defence has been frequent ſorties, to keep them on the defenſive, and impede the progreſs of their covering works. We have thus been in one continual battle ever ſince the beginning of the ſiege, interrupted only at ſhort intervals by the exceſſive fatigue of every individual on both ſides. We have been long anxiouſly looking for a reinforcement, without which we could not expect to be able to keep the place ſo long as we have. The delay in its arrival being occaſioned by Haſſan Bey's having originally received orders to join me in Egypt; I was obliged to be very peremptory in the repetition of my orders for him to join me here; it was not, however, till the evening of the day before yeſterday, the 51ſt day of the ſiege, that his fleet of corvettes and tranſports made its appearance. The approach of this additional ſtrength was the ſignal to Bonaparte for a moſt vigorous and perſevering aſſault, in hopes to get poſſeſſion of the town before the reinforcement to the garriſon could diſembark.

"The conſtant fire of the beſiegers was ſuddenly increaſed tenfold, our flanking fire from afloat, was as uſual plied to the utmoſt, but with leſs effect than heretofore, as the enemy had thrown up epaulements, and traverſes of ſufficient thickneſs to protect him from it. The guns that could be worked to the greateſt advantage, were a French braſs 18 pounder, in the light-houſe caſtle, manned from the Theſeus, under the direction of Mr. Scroder, maſter's mate; and the laſt mounted 24 pounder in the north ravelin manned from the Tigre, under the direction of Mr. Jones, gunner'sman. Theſe guns being within grape diſtance of the head of the attacking column, added to the Turkiſh artillery, did great execution; and I take this opportunity of recommending theſe two petty officers, whoſe indefatigable vigilance and zeal, merit my warmeſt praiſe. The Tigre's two 68 pound carronades, mounted in two embraſures lying in the mole, and worked under the direction of Mr. Bray, carpenter of the Tigre, (one of the braveſt and moſt excellent men I ever ſerved with) threw ſhells into the centre of the column with evident effect, and checked it conſiderably. Still, however, the enemy gained ground, and made a lodgement in the ſecond ſtory of the north eaſt tower; the upper part being entirely battered down, and the ruins in the ditch forming the aſcent by which they

they mounted. Day-light ſhewed us the French ſtandard A D.
on the outer angle of the tower. The fire of the beſieged 1799
was much ſlackened, in compariſon to that of the beſiegers, and our flanking fire was become of leſs effect, the enemy having covered themſelves in this lodgment, and the approach to it, by two traverſes acroſs the ditch; which they had conſtructed under the fire that had been oppoſed to them during the whole night, and which were now ſeen compoſed of land bags, and the bodies of their dead built in with them, their bayonets being only viſible above them. Haſſan's Bey's troops were in the boats, though as yet but half way in ſhore. This was a moſt critical point of the conteſt; an effort was neceſſary to preſerve the place for a ſhort time till their arrival.

"I accordingly landed the boats at the Mole, and took the crews up to the breach, armed with pikes. The enthuſiaſtic gratitude of the Turks, men, women, and children, at the ſight of ſuch a reinforcement, at ſuch a time, is not to be deſcribed.

"Many fugitives returned with us to the breach, which we found defended by a few brave Turks, whoſe moſt deſtructive miſſile weapons, were heavy ſtones, which, ſtriking the aſſailants on the head, overthrew the foremoſt down the ſlope, and impeded the progreſs of the reſt. A ſucceſſion, however, aſcended to the aſſault, the heap of ruins between the two parties, ſerving as a breaſt work for both; the muzzles of their muſkets touching, and the ſpear heads of the ſtandards locked. Gheyzzar Pacha hearing the Engliſh were on the breach, quitted his ſtation, where, according to the ancient Turkiſh cuſtom, he was fitting to reward ſuch as ſhould bring him the heads of the enemy, and diſtributing muſket cartridges with his own hands. The energetic old man coming behind us, pulled us down with violence; ſaying, if any harm happened to his Engliſh friends, all was loſt. This amicable conteſt, as to who ſhould defend the breach, occaſioned a ruſh of Turks to the ſpot; and thus time was gained for the arrival of the firſt body of Haſſan Bey's troops. I had now to combat the Pacha's repugnance to admitting any troops but his Albanians into the garden of his ſeraglio, become a very important poſt, as occupying the terre-plein of the rampart. There was not above 200 of the original 1000 Albanians left alive. This was no time

for

A.D. 1799 for debate, and I over-ruled his objections by introducing the Chiflic regiment of 1000 men, armed with bayonets, difciplined after the European method, under Sultan Selim's own eye, and placed by his imperial Majefty's expreſs commands at my diſpoſal. The garriſon animated by the appearance of ſuch a reinforcement, was now all on foot; and there being conſequently enough to defend the breach, I propoſed to the Pacha, to get rid of the object of his jealouſy, by opening the gates, to let them ſally, and take the aſſailants in flank; he readily complied, and I gave directions to the colonel to get poſſeſſion of the enemy's third parallel, or neareſt trench, and there fortify himſelf by ſhifting the parapet outwards. This order being clearly underſtood, the gates were opened, and the Turks ruſhed out; but they were not equal to ſuch a movement, and were driven back to the town with loſs. Mr. Bray, however, as uſual, protected the town gates efficaciouſly with grape from the 68 pounders. The ſortie had this good effect, that it obliged the enemy to expoſe themſelves above their parapets, ſo that our flanking fire brought down numbers of them, and drew their force from the breach, ſo that the ſmall number remaining on the lodgment were killed, or diſperſed by our few remaining hand grenades thrown by Mr. Savage midſhipman, of the Theſeus. The enemy began a new breach, by an inceſſant fire directed to the ſouthward of the lodgment, every ſhot knocking down whole ſheets of wall much leſs ſolid than that of the tower, on which they had expended ſo much time and ammunition.

"The group of generals and aids-de-camp which the ſhells from the 68 pounders had frequently diſperſed, was now aſſembled on Richard Cœur de Lion's Mount. Bonaparte was diſtinguiſhable in the center of a ſemi-circle; his geſticulations indicated a renewal of attack, and his diſpatching an aid-de-camp to the camp, ſhewed that he waited only for a reinforcement. I gave directions for Haſſan Bey's ſhips to take their ſtation in ſhoal water to the ſouthward, and made the Tigre's ſignal to weigh and join the Theſeus to the northward. A little before ſun-ſet, a maſſive column appeared advancing to the breach with a ſolemn ſtep. The Pacha's idea was not to defend the brink at this time, but rather to let a certain number of the enemy in, and then cloſe with them, according to the Turkiſh mode of

of war. The column thus mounted the breach unmoleſted, A. D.
and deſcended from the rampart into the Pacha's garden, 1799
where in a very few minutes the braveſt and moſt advanced among them lay headleſs corpſes; the ſabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet; the reſt retreated precipitately; and the commanding officer who was ſeen manfully encouraging his men to mount the breach, and who we have ſince learnt to be General Laſne, was carried off, wounded by a muſket ſhot. General Rombaud was killed. Much confuſion aroſe in the town from the actual entry of the enemy, it having been impoſſible, nay impolitic, to give previous information to every body of the mode of defence adopted, leſt the enemy ſhould come to a knowledge of it by means of their numerous emiſſaries.

"The Engliſh uniform, which had hitherto ſerved as a rallying point for the old garriſon, wherever it appeared, was now in the duſk miſtaken for French, the newly arrived Turks not diſtinguiſhing between one hat and another in the croud, and thus many a ſevere blow of a ſabre was parried by our officers, among which Colonel Douglas, Mr. Ives, and Mr. Jones, had nearly loſt their lives, as they were forcing their way through a torrent of fugitives. Calm was reſtored by the Pacha's exertions, aided by Mr. Trotte, juſt arrived with Haſſan Bey; and thus the conteſt of twenty-five hours ended, both parties being ſo fatigued as to be unable to move.

"Bonaparte will, no doubt, renew the attack, the breach being, as above deſcribed, perfectly practicable for fifty men a-breaſt; indeed the town is not, nor ever has been defenſible according to the rules of art, but according to every other rule it muſt and ſhall be defended; not that it is in itſelf worth defending, but we feel that it is by this breach Bonaparte means to march to farther conqueſts. 'Tis on the iſſue of this conflict that depends the opinion of the multitude of ſpectators on the ſurrounding hills, who wait only to ſee how it ends to join the victors; and with ſuch a reinforcement for the execution of his known projects, Conſtantinople, and even Vienna, muſt feel the ſhock.

"Be aſſured, my Lord, the magnitude of our obligations does but encreaſe the energy of our efforts in the attempt to diſcharge our duty; and though we may, and probably ſhall

be

A.D. 1799 be overpowered, I can venture to say that the French army will be so much farther weakened before it prevails, as to be little able to profit by its dear bought victory.

" I have the honour to be, &c.

" W. SIDNEY SMITH.

" Rear Admiral Lord NELSON."

The following is the account which Sir Sidney Smith gives of the progress of the siege to the raising of it, in his Letter to Lord Nelson.

" *Tigre, at anchor off Jaffa*

" *May* 30, 1799.

" My Lord,

" The providence of Almighty God has been wonderfully manifested in the defeat and precipitate retreat of the French army; the means we had of opposing its gigantic efforts against us, being totally inadequate of themselves to the production of such a result. The measure of their iniquities seems to have been filled by the massacre of the Turkish prisoners at Jaffa, in cool blood, three days after their capture; and the plain of Nazareth has been the boundary of Bonaparte's extraordinary career.

" He raised the siege of Acre on the 20th of May, leaving all his heavy artillery behind him, either buried or thrown into the sea, where, however, it is visible, and can easily be weighed. The circumstances which led to this event, subsequent to my last dispatch of the 9th instant, are as follow:

" Conceiving that the ideas of the Syrians as to the supposed irresistible prowess of these invaders, must be changed, since they had witnessed the checks which the besieging army daily met with in their operations before the town of Acre, I wrote a circular letter to the princes and chiefs of the Christians of Mount Lebanon, and also to the Sheiks of the Druses, reminding them to a sense of their duty, and engaging them to cut off the supplies from the French camp. I sent them at the same time a copy of Buonaparte's impious proclamation, in which he boasts of having overthrown all Christian establishments, accompanied by a suitable exhortation calling upon them to choose between the friendship of a Christian Knight, and that of an unprincipled renegado. This letter had all the effect I could desire: they immediately sent me two ambassadors, protesting

profeſſing not only friendſhip, but obedience; aſſuring me, A.D.
that in proof of the latter, they had ſent out parties to ar- 1799
reſt ſuch of the mountaineers as ſhould be found carrying wine and gunpowder to the French camp, and placing eighty priſoners of this deſcription at my diſpoſal. I had thus the ſatisfaction to find Bonaparte's career further northward effectually ſtopped by a warlike people inhabiting an impenetrable country. General Kleber's diviſion had been ſent eaſtward towards the Fords of the Jordan, to oppoſe the Damaſcus army; it was recalled from thence to take its turn in the daily efforts to mount the breach at Acre, in which every other diviſion in ſucceſſion had failed, with the loſs of their braveſt men, and three fourths of their officers. It ſeems much was hoped by this diviſion, as it had by its firmneſs, and the ſteady front it oppoſed, in the form of a hollow ſquare, kept upwards of ten thouſand men in check during a whole day in the plain between Nazareth and Mount Tabor, till Buonaparte came with his horſe artillery, and extricated theſe troops, diſperſing the multitude of irregular cavalry, by which they were completely ſurrounded.

"The Turkiſh Chifflick regiment having been cenſured for the ill ſucceſs of their ſally, and their unſteadineſs in the attack of the garden, made a freſh ſally the next night; Solomon Aga, the lieutenant-colonel, being determined to retrieve the honour of the regiment by the punctual execution of the orders I had given him to make himſelf maſter of the enemy's third parallel, and this he did moſt effectually; but the impetuoſity of a few carried them on to the ſecond trench, where they loſt ſome of their ſtandards, though they ſpiked four guns before their retreat. Kleber's diviſion, inſtead of mounting the breach, according to Bonaparte's intention, was thus obliged to ſpend its time and its ſtrength in recovering theſe works, in which it ſucceeded, after a conflict of three hours, leaving every thing in *ſtatu quo*, except the loſs of men, which was very conſiderable on both ſides.* After this failure, the French grenadiers abſolutely refuſed to mount the breach any more over the putrid bodies of their unburied companions, ſacrificed in former attacks, by Buonaparte's impatience and

* The French at theſe aſſaults loſt Adjutant General Fouler, Veraux, Chief of Brigade, and General Bon, beſides a great number of field officers.

A.D. 1799 precipitation, which led him to commit ſuch palpable errors as even ſeamen could take advantage of. He ſeemed to have no principle of action but that of preſſing forward; and appeared to ſtick at nothing to obtain the object of his ambition, although it muſt be evident to every body elſe, that even if he had ſucceeded to take the town, the fire of the ſhipping muſt drive him out of it again in a ſhort time; however, the knowledge the garriſon had of the inhuman maſſacre at Jaffa, rendered them deſperate in their perſonal defence. Two attempts to aſſaſſinate me in the town having failed, recourſe was had to a moſt flagrant breach of every law of honour and of war. A flag of truce was ſent into the town by the hand of an Arab Derviſe, with a letter to the Pacha, propoſing a ceſſation of arms for the purpoſe of burying the dead bodies, the ſtench from which became intolerable, and threatened the exiſtence of every one of us on both ſides, many having died delirious within a few hours after being ſeized with the firſt ſymptoms of infection. It was natural that we ſhould gladly liſten to this propoſition, and that we ſhould conſequently be off our guard during the conference. While the anſwer was under conſideration, a volley of ſhot and ſhells on a ſudden announced an aſſault, which, however, the garriſon was ready to receive, and the aſſailants only contributed to increaſe the number of the dead bodies in queſtion, to the eternal diſgrace of the General, who thus diſloyally ſacrificed them. I ſaved the life of the Arab from the effect of the indignation of the Turks, and took him off to the Tigre with me, from whence I ſent him back to the General with a meſſage, which made the army aſhamed of having been expoſed to ſuch a merited reproof. Subordination was now at an end, and all hopes of ſucceſs having vaniſhed, the enemy had no alternative left but a precipitate retreat, which was put in execution in the night between the 20th and 21ſt inſtant. I had above ſaid, that the battering train of artillery (except the carriages, which were burnt) is now in our hands, amounting to 23 pieces. The howitzers and medium twelve pounders, originally conveyed by land with much difficulty, and ſucceſsfully employed to make the firſt breach, were embarked in the country veſſels at Jaffa, to be conveyed coaſtwiſe, together with the worſt among the two thouſand wounded, which embarraſſed the march of the army. This operation was to be expected; I took

took care, therefore, to be between Jaffa and Damietta before the French army could get as far as the former place. The veſſels being hurried to ſea, without ſeamen to navigate them, and the wounded being in want of every neceſſary, even water and proviſions, they ſteered ſtraight to his Majeſty's ſhips, in full confidence of receiving the ſuccours of humanity, in which they were not diſappointed. I have ſent them on to Damietta, where they will receive ſuch further aid as their ſituation requires, and which it was out of my power to give ſo many. Their expreſſions of gratitude to us were mingled with execrations on the name of their General, who had, as they ſaid, thus expoſed them to peril, rather than fairly and honourably renew the intercourſe with the Engliſh, which he had broken off by a falſe and malicious aſſertion, that I had intentionally expoſed the former priſoners to the infection of the plague.* To the honour of the French army be it ſaid, this aſſertion was not believed by them, and it thus recoiled on its author. The intention of it was evidently to do away the effect which the proclamation of the Porte began to make on the ſoldiers, whoſe eager hands were A. D. 1799

* The General in Chief to the Chief of the Etat Major General.

" The Commander of the Engliſh ſquadron before Acre, having had the barbarity to embark on board a veſſel which was infected with the plague, the French priſoners made in two tartans laden with ammunition, which he took near Caiffa, in the ſortie which took place on the 15th, having been re-marked at the head of the barbarians, and the Engliſh flag having been at the ſame time flying over many towers in the place, the barbarous conduct which the beſieged diſplayed, in cutting off the heads of two volunteers which were killed, muſt be attributed to the Engliſh commander, a conduct which is very oppoſite to the honours which have been paid to Engliſh officers and ſoldiers found upon the field of battle, and to the attention which has been ſhewn to wounded and to priſoners.

" The Engliſh being thoſe who defend and proviſion Acre, the horrible conduct of Djezzar, who cauſed to be ſtrangled and thrown into water, with their hands tied behind their backs, more than two hundred Chriſtians, inhabitants of this country, among whom was a ſecretary of a French Conſul, muſt be equally attributed to this officer, ſince from circumſtances the Pacha found himſelf entirely dependent upon him.

" This officer having beſides refuſed to execute any of the articles of exchange eſtabliſhed between the two powers, and his propoſals in all the communications which have taken place, and his conduct ſince the time he has been cruizing here, having been thoſe of a madman, my deſire is, that you order the different commanders on the coaſt to give up all communication with the Engliſh fleet actually cruizing in thoſe ſeas.

(" Signed) BUONAPARTE."

A.D. held above the parapet of their works to receive them when
1799 thrown from the beach. He cannot plead misinformation as his excuse, his aid-de-camp, Mr. Lallemand, having had free intercourse with these prisoners on board the Tigre, when he came to treat about them: and having been ordered, though too late, not to repeat their expressions of contentment at the prospect of going home. It was evident to both sides, that when a general had recourse to such a shallow, and at the same time to such a mean artifice as a malicious falsehood, all better resources were at an end, and the defection in his army was consequently encreased to the highest pitch. The utmost disorder has been manifested in the retreat, and the whole tract between Acre and Gaza is strewed with the dead bodies of those who have sunk under fatigue, or the effect of slight wounds; such as could walk, unfortunately for them, not having been embarked, the rowing gun boats annoyed the van column of the retreating army in its march along the beach, and the Arabs harrassed its rear when it turned inland to avoid their fire. We observed the smoke of musquetry behind the sand hills from the attack of a party of them, which came down to our boats and touched our flag with every token of union and respect. Ismael Pacha, governor of Jerusalem, to whom notice was sent of Buonaparte's preparation for retreat, having entered this town by land at the same time that we brought our guns to bear on it by sea, a stop was put to the massacre and pillage already begun by the Nablusians. The English flag rehoisted on the Consul's house, (under which the Pacha met me) serves as an asylum for all religions, and every description of the surviving inhabitants. The heaps of unburied Frenchmen lying on the bodies of those whom they massacred two months ago, afford another proof of Divine justice, which has caused these murderers to perish by the infection arising from their own atrocious act. Seven poor wretches are left alive in the hospital, where they are protected, and shall be taken care of. We have had a most dangerous and painful duty in disembarking here, to protect the inhabitants, but it has been effectually done; and Ismael Pacha deserves every credit for his humane exertions and cordial co-operation to that effect. Two thousand cavalry are just dispatched to harrass the French rear, and I am in hopes to overtake their van in time to profit by their disorder;

der; but this will depend on the aſſembling of ſufficient force, and on exertions of which I am not abſolutely maſter, though I do my utmoſt to give the neceſſary impulſe, and a right direction. I have every confidence that the officers and men of the three ſhips under my order, who, in the face of a moſt formidable enemy, have fortified a town that had not a ſingle heavy gun mounted on the land ſide, and who have carried on all intercourſe by boats under a conſtant fire of muſquetry and grape, will be able efficaciouſly to aſſiſt the army in its future operations. The letter will be delivered to your Lordſhip by Lieutenant Canes, firſt of the Tigre, whom I have judged worthy to command the Theſeus, as captain, ever ſince the death of my much lamented friend and co-adjutor Captain Miller.* I have taken Lieutenant England, firſt of that ſhip, to my aſſiſtance, in the Tigre, by whoſe exertions, and thoſe of Lieutenant Summers and Mr. Atkinſon, together with the bravery of the reſt of the officers and men, that ſhip was ſaved, though on fire in five places at once, from a depoſit of French ſhells burſting on board her. A.D. 1799

"I have the honour to be, &c,

"W. SYDNEY SMITH.†

"*Right Hon. Lord* NELSON."

A liſt of killed, wounded, drowned, and priſoners belonging to his Majeſty's ſhips employed in the defence of Acre, between the 17th March and 20th May 1799.

Tigre—17 killed, 48 wounded, 4 drowned, 77 priſoners.

Theſeus—35 killed, 62 wounded, 9 drowned, 5 priſoners.

Alliance—1 killed, 3 wounded.

Total—53 killed, 113 wounded, 13 drowned, 82 priſoners.

Dated on board his Majeſty's ſhip Tigre, this 30th of May, 1799.

* Killed by the burſting of ſome [illegible] which fell fire on the Theſeus' quarter-deck [illegible] Lord [illegible] the [illegible] moſt [illegible] with the Spaniſh [illegible] [illegible] left [illegible] excellent [illegible] [illegible] [illegible]

A.D. 1799 *Officers killed and wounded between the 9th and 20th May, 1799.*

Theſeus—Ralph Willet Miller, captain; Thomas Leybourne, ſchool maſter; James Morriſon, Bigges Forbes, Charles James Webb, midſhipmen, killed: Lieutenant Summers, Thomas Atkinſon, maſter; Robert Tarniſh, ſurgeon; Frederick Morris, chaplain; Lieutenant Beatly, of the marines; Charles Dobren, midſhipman, wounded.

After leaving every neceſſary aſſiſtance with the Turkiſh army for its future operations againſt the French, Sir Sidney Smith repaired to the different iſlands in the Archipelago and Conſtantinople, to refit his little ſquadron, and to concert with the Ottoman Porte, ſuch meaſures as may be moſt effectual to extirpate the French totally out of Egypt. In the mean time Bonaparte had advanced with the greater part of his army, and attacked that of the Turks in their entrenched camp before Aboukir, which, after a moſt deſperate and bloody conflict, was ſtormed and carried, together with the fort of Aboukir. The carnage on both ſides was dreadful, the greater part of the Turkiſh army periſhed, either by the ſword, or were drowned, in attempting to get off to the veſſels in the Bay. The French army alſo ſuffered a conſiderable loſs; amongſt the ſlain were ſeveral of its principal officers.

Sir Sidney Smith, who had juſt arrived in the Bay, was witneſs to this defeat, without having it in his power to render the Turks the leaſt aſſiſtance. Towards the end of October a conſiderable reinforcement of troops and ſhips had arrived from Conſtantinople: this acceſſion of ſtrength determined Sir Sidney Smith to proceed to the mouth of the Damietta branch of the Nile, and by making an attack thereon, draw the attention of the enemy that way, which, as had been agreed with the Grand Vizier, would leave him more at liberty to advance with the grand army on the ſide of the Deſert.

For this purpoſe the coaſt was ſounded, the paſs to Damietta marked with buoys and gun boats. The attack was begun by the Tigre's boats with great reſolution, and poſſeſſion taken of a ruined caſtle, from which the enemy in vain attempted to diſlodge them. On the 1ſt of November the troops were diſembarked; at firſt a conſiderable advantage was gained over the French, and they were completely

completely routed; but the impetuosity of Osman Aga, and the troops he commanded as a corps de reserve, rushing imprudently forward in pursuit of the fugitives before they were commanded, soon turned the fate of the day. The French availed themselves of their superior tactics, rushed on the Turks with such fury, that they were thrown into the utmost confusion and disorder, fled to the water side, and throwing themselves into the sea, implored the assistance of the boats, which with some difficulty and danger saved all those which were not taken prisoners. A.D. 1799

In May Captain Bowen, of the Argo, who had been sent by the commander in chief to Algiers, for the purpose of negociating with the Dey to supply the fleet with fresh provisions, had the good fortune whilst there to procure the freedom of six poor fellows who had been fourteen years in slavery.

On the morning of the 4th of May, Vice Admiral Lord Keith, who was at anchor off Cadiz with fifteen sail of the line,* discovered the French fleet, which had escaped the vigilance of Lord Bridport, at some distance to windward, steering in for the land. The admiral did not hesitate a moment what part to act, although the wind at this time was blowing extremely hard right on the shore; he instantly weighed, stood off, and not discouraged by the superiority of the enemy's force, offered them battle, which they assiduously declined; neither did the French admiral make an attempt to join his friends at Cadiz, which port was not more than seven or eight miles to leeward, where the whole Spanish fleet was at anchor. Lord Keith continued to chace to windward the whole day, but the gale increasing in the night to a perfect storm, it was with much difficulty the ships could be kept together. At day-light only four sail of the enemy's ships were to be seen, to which chace was given, but without effect. Lord Keith did not quit his station until the 9th, when he suspected, from not again getting sight of the French fleet, that it had passed the Straits; he accordingly bore up to follow them, and anchored in Gibraltar Bay, in hopes of getting some intelligence. Soon after his lordship proceeded up the Mediterranean, and cruized off Cape Dell Mell.

Whilst on this station, he was informed that the French

* Appendix, Chap. II. No. 185.

A. D. 1799 fleet was at anchor in Vado Bay; but Earl St. Vincent, the commander in chief, having certain intelligence that the Spaniards meditated an immediate attack on the iſland of Minorca, for which purpoſe they had collected ſome thouſand troops at Majorca, ſent orders to the vice admiral inſtantly to repair to the protection of that iſland.

The French having now nothing to apprehend, profited by the abſence of the Britiſh fleet, ſlipped out of Vado, and on the 17th reached Carthagena, where he was ſoon joined by Admiral Maſſaredo with the fleet of Spain. The firſt favourable wind the combined fleets ſailed from thence, and having paſſed the Straits of Gibraltar, anchored in the road of Cadiz; before Lord Keith had any certain intelligence of its movement, or even its junction.* The moment the vice-admiral was informed of the enemy's deſtination, he collected his force, and proceeded in queſt of them. On his arrival off Cadiz, he learnt that they had on the 21ſt of July ſailed for Breſt; his Lordſhip continued the purſuit, but to his mortification found they had entered that port a few hours previous to his appearance off it; upon which he ſhaped his courſe for England.

Previous to the French and Spaniſh fleets departure from Carthagena, their admirals publiſhed the following proclamations:

" LIBERTY——EQUALITY.

" In the name of the French Republic.

" *In the Road of Carthagena, on board the Admiral's Ship the Ocean, dated the 24th of June, in the 7th year of the French Republic, Euſtace Bruix, commanding the French Naval Forces.*

" Frenchmen and Republicans!

" At laſt united with our faithful allies, we approach a period in which we ſhall puniſh England, and relieve all Europe from its tyranny. Although I have no doubt, my brave friends, of the ſentiments which you have profeſſed, I feel myſelf bound to call upon you to give proofs of their ſincerity by every means in your power. Recollect that it is for the intereſt of your country, and for your own honour, to give to a nation whom we eſteem the higheſt opinion of us. That word alone is ſufficient for Frenchmen.

* Appendix, Chap. II. No. 56.

men. Do not, above all, forget that you are come among A. D.
a juſt and generous people, and our moſt faithful ally, re- 1799
ſpect their cuſtoms, their uſages, their religion, in a word, let every thing be ſacred to us: think the leaſt departure from that which I am now preſcribing to you, will be a crime in the eyes of the Republic, and it will be my duty to puniſh it. But, on the contrary, I am convinced that you will give me an opportunity of praiſing your conduct, and that will be the greateſt recompence I can receive.

" E. BRUIX."

SPANISH PROCLAMATION.

" A great intereſt commands the junction of the naval forces of the king, my maſter, with thoſe of the French Republic. This natural, this happy alliance, is the only curb which can reſtrain the plan which England has always formed of tyrannizing over the ſeas. There is no reaſon to apprehend that our fleets will not ſhew themſelves in a manner worthy of the two great nations. The principle of a good alliance is fraternity and reciprocal eſteem, and they are implanted in the hearts of Spaniards and Frenchmen, as has appeared on many occaſions, particularly in the war from 1779 to 1783. It cannot, therefore, be neceſſary for me to recommend good order to you. Nevertheleſs, for the purpoſe of greater ſecurity, I exhort all the crews to preſerve diſcipline. My confidence in the worthy admirals who command under me, in the captains and officers, and in the diſcipline and valour of the ſoldiers and ſailors, promiſes me the moſt happy ſucceſs to the two fleets.

(" Signed) MASSAREDO."

" *On board the Conception,*
" *in Carthagena Roads,*
" *June* 24, 1799."

To return to the tranſactions in the Mediterranean which occurred in the intermediate time. On the 9th of June Captain S. Peard, of the Succeſs frigate, of 32 guns, ſtanding towards Cape Creaux, diſcovered a Spaniſh polacre, to which he gave chace; but being near the land, ſhe puſhed for, and ſucceeded in getting into the harbour of La Seva, a ſmall port about two leagues to the northward of the Cape.

A.D. 1799 Cape. As there did not appear to be any batteries to protect her, and the weather favourable, Captain Peard was induced to ſend his boats in to bring her out, under the directions of Lieutenants Facey, Stupart, and Daviſon, of the marines. The boats left the ſhip at four in the afternoon, and at eight were ſeen coming out with the polacre, which had made a gallant reſiſtance. She proved to be the Bella Aurora, from Genoa bound to Barcelona, laden with cotton, ſilk, rice, &c. mounting ten carriage guns, nine and ſix pounders, with 113 men. She was ſurrounded by a high boarding netting, and ſupported at the ſame time by a ſmall battery, and a large body of muſquetry from the ſhore, in ſpite of which theſe brave fellows, forty-two only in number, moſt reſolutely boarded and carried her, but not without ſome loſs, three of them being killed; Lieutenant Stupart, and nine others badly wounded. It is ſaid that a marine, who had his right arm broke by a grape ſhot, was aſked by Lieutenant Facey, "If his right arm was not diſabled?" To which he nobly replied, "yes, it was; but, thank God, though he could not pull a trigger with his right, he could handle a cutlaſs with his left hand;" and in this ſituation was very active in aſſiſting to board and carry the veſſel.

On the 19th of June, the detached ſquadron cruizing under Lord Keith, fell in with, and after a general chace of ſome hours, the Centaur, Bellona, Santa Tereſa, and Emerald, came up with, and captured a French ſquadron of frigates from Jaffa bound to Toulon.*

On the 23d Earl St. Vincent reſigned the command of the fleet to Vice Admiral Lord Keith.

On the 28th of June the Earl St. Vincent ſchooner privateer, of 18 guns, and 40 men, commanded by Captain Smith, being about ſix leagues from Cape Spartel, was attacked by two French privateers, mounting from eight to 12 guns, and from 60 to 80 men each, ſupported by four

* FRENCH SQUADRON

		Guns.	Men	Commanders.
La Junon	-	40	550	{ Rear Admiral Perre, { Capt. Porquerer.
La Alcefte	-	36	340	—— Barre.
Le Courageux	-	22	300	—— Bailli.
Le Salamandre	} Brigs. {	18	120	—— Lieut. Sandry
La Mutine	} Brigs. {	14	120	—— Dumay.

large

large Spaniſh gun boats, which he engaged moſt gallantly for nearly five hours and a quarter, when finding their force too ſuperior to contend any longer with the hopes of ſucceſs, he bore away and got into Tangier Bay, much ſhattered in his maſts, rigging, and ſails, but only three men wounded. A.D. 1799

In June the French evacuated Naples; ſoon after Rear Admiral Lord Nelſon arrived in that port from Palermo. Finding that the Cardinal Ruffo had concluded a diſgraceful convention with the French and Neapolitan rebels; in conſequence of the diſapproval of this convention by the King of Naples, his Lordſhip declared, that not having been ratified by his Majeſty's authority, the treaty was null and void. One of the firſt articles of it was, to grant a pardon to Admiral Prince Caraccioli, the chief of the revolutionary party. Lord Nelſon ordered the prince to be immediately arreſted, and carried on board the Neapolitan frigate the Minerva, where he was tried by a court-martial, and hanged, within 24 hours after the ſentence was pronounced. Several other articles of the convention were alſo ſet aſide by Lord Nelſon. The next ſtep neceſſary to be taken was to diſpoſſeſs the French of the caſtle of St. Elmo: for this purpoſe a large detachment of ſeamen and marines from the ſquadron, was landed, under the command of Captain Troubridge, of the Culloden, who was aſſiſted for the firſt ſeven days, by Captain Ball, of the Alexander; but the rear-admiral wanting the ſervices of this officer to be employed at Malta, his place was ably ſupplied by Captain Hallowell, of the Swiftſure. A party of Ruſſians and Portugueſe joined Captain Troubridge, and rendered very eſſential ſervice during the ſiege, which continued from the 3d to the 12th of July, when it capitulated.

The loſs ſuſtained by the combined forces, was five officers, 32 rank and file killed; five officers, 79 rank and file, one marine wounded.

Captain Troubridge was afterwards diſpatched by Lord Nelſon to take poſſeſſion of the Roman territory. Having entered into articles of capitulation with the French General Gurnier, for the evacuation of the Roman State, on the 29th and 30th of September, a detachment of 200 ſeamen and marines were landed from the Culloden and Minotaur, and took poſſeſſion of Civita Vecchia, Cornetto, and

A.D 1799 and Tolfo. General Bouchard, and Captain Louis, of the Minotaur, were ſent to take poſſeſſion of Rome on the ſame terms.*

On the 10th of July his Sicilian Majeſty arrived in the Bay of Naples, and hoiſted his ſtandard on board the Foudroyant.

On the 17th the French evacuated Leghorn.

On the 18th of July, Captain Digby, of the Alcmene, towards the cloſe of day, ſtood into the harbour of Vivero; and notwithſtanding the heavy fire of two Spaniſh batteries, boarded with his boats, and brought off a large ſhip pierced for 32 guns, laden with hemp, lower maſts, and timber; the other a brig of 400 tons, with ſhip timber and iron, bound to the arſenal at Ferrol.

On the 29th of July, Lieutenant Hamline was acquitted by the ſentence of a court-martial, for the loſs of his Majeſty's cutter Penelope, captured on the 7th off Gibraltar by a Spaniſh frigate.

On the 9th of Auguſt, Captain J. Brenton, in the Speedy brig, of 14 guns, with the Defender privateer, of Gibraltar, of the ſame force, gave chace to three Spaniſh armed veſſels†, which ran into a ſmall ſandy bay five leagues to the eaſtward of Cape de Gatt, and moored in a cloſe line within a boat's length of the beach. Captain Brenton engaged them an hour and three quarters, under ſail, before he could gain ſoundings, although not more than a cable's length from the rocks. Finding the enemy had much the advantage, from conſtantly changing his poſition, he reſolved to puſh for an anchorage, and was fortunate enough to ſucceed within piſtol ſhot of the centre veſſel; after a cloſe action of three quarters of an hour, the Spaniards took to their boats, cutting the cables of two of their veſſels, which drove on ſhore; Captain Brenton ſent his boats and brought them all off, under a conſtant fire of muſquetry from the hills. The Speedy had only two men wounded; the Defender, one.

* On the 22d of November Captain Troubridge was created a Baronet of Great Britain, for the eminent ſervices he had rendered his country.

† | | Guns | |
|---|---|---|
| San Claudio de Gracia, | 8 | ſix and nine pounders. |
| Nueſtra Señora, | 12 | ſix and nine pounders. |
| Nueſtra Señora, | 4 | ſix pounders. |

On

On the 4th of October, the boats of the Speedy, Captain J. Brenton, rowed into a bay near Cape Trafalgar, boarded and deſtroyed three or four Spaniſh merchant veſſels which had taken ſhelter under a battery, in defiance of a heavy fire from it, and muſquetry on the ſhore. A.D. 1799

On the 21ſt of Dec. in the evening, the Lady Nelſon cutter was obſerved off Cabareta Point, ſurrounded by, and engaging ſeveral French privateers and gun veſſels. Lord Keith, who was lying in Gibraltar Bay, immediately diſpatched the boats of the Queen Charlotte and Emerald, to row towards the enemy, in hopes it might encourage the cutter to reſiſt until ſhe could get under the guns of the ſhips; but in the interim ſhe was boarded and taken in tow by two of the French privateers, in which ſituation Lieutenant Bainbridge, in the Queen Charlotte's barge, with 16 men, ran alongſide the cutter, boarded her with the greateſt impetuoſity, and after a ſharp conflict carried her, taking ſeven French officers, and twenty ſeven men, priſoners; ſix or ſeven others were killed, or knocked overboard in the ſcuffle: the privateers inſtantly cut the tow ropes, and made off under Algeziras, purſued and attacked by Lord Cochran, in the Queen Charlotte's cutter. The darkneſs of the night prevented the boats acting in concert, otherwiſe all the privateers would have been taken. Lieutenant Bainbridge was ſeverely wounded on the head by the ſtroke of a ſabre, and ſlightly in other places. Some of the men were alſo wounded in this gallant conflict.

NORTH AMERICA.

Admiral Vandeput commanded the ſquadron on this ſtation, whoſe cruizers were actively employed in the protection of the trade.*

Several attempts were made to deſtroy the dock-yard at Halifax by fire. About three o'clock in the afternoon on the 11th of Auguſt, one of the watchmen on duty in the dock-yard, accidentally looking through one of the windows of the boat-houſe, was ſurprized to ſee a blaze of fire in the inſide, and immediately gave the alarm. On opening the doors, a large fire was found lighted againſt one of the ſtore-room doors, near which a conſiderable quantity of ammunition was lodged; and before the fire could be ex-

* Appendix, Chap. II. No. [illegible] Sprag for America and Newfoundland.

tinguiſhed.

A. D. 1799 tinguiſhed, it had burnt the door nearly half through. In a few minutes longer, if it had remained undiſcovered, the whole building muſt have been in flames. On ſearching farther, a large quantity of lighted tinder was found at the other end of the boat-houſe, amidſt a quantity of chips and ſhavings, under one of the carpenter's benches.

On the following day, as ſome people belonging to the yard were employed in landing ſtores near the Commiſſioner's houſe, they obſerved a ſmoke iſſuing from the roof of the ſtables, and the alarm being immediately given, and the doors broke open, the ſtables were found to be on fire in two places: in the rack under the hay, and alſo in the hay loft above; the remains of a lighted broom, which had been dipped in ſulphur, were found burning. As the ſtables had been for a long time unoccupied, and locked up, it was difficult to conceive how the incendiaries had got in, till it was found that the nails had been drawn out of a ſcuttle, which had been nailed up at the back of the ſtables next the water, and which was large enough to admit a man to creep through.

Every precaution was uſed to prevent ſuch attempts for the future, and a guard of ſoldiers regularly mounted in the dock-yard, beſides the people who uſually watched there; notwithſtanding which, on the 14th, at ten o'clock at night, the alarm of fire was again given, which proceeded from a room in one of the porter's lodges, uſed as a carpenter's ſhop; it was found that a ſhawl, with a lighted coal in the inſide of it, had been thruſt through a broken pane of glaſs. It was, however, by timely aſſiſtance checked before any miſchief was done. From the mode in which theſe attempts were made, there can be no doubt but that ſome of the people employed in the dock-yard were concerned in this diabolical plot.

NEWFOUNDLAND.

The honourable Vice Admiral Waldegrave ſtill continued governor and commander in chief. Nothing of any importance occurred.

WEST-

A.D. 1799

WEST INDIES.

LEEWARD ISLANDS.

Vice Admiral Henry Harvey commanded on this ſtation, till relieved by Lord Hugh Seymour.*

On the 9th of February, the Conſtellation American frigate of 38 guns, commanded by commodore Thomas Truxton, captured off Nevis, after a ſharp and bloody conteſt, the French frigate L'Inſurgente of 44 guns, and 410 men, commanded by Captain Buroe, ſhe had 29 killed and 30 wounded. The Conſtellation had only one man killed and two wounded.† About the middle of March, General Des Forneaux ſent his ſecretary to St. Kitts, for the purpoſe of inducing Captain Truxton to reſtore the Inſurgente. He told him that if ſhe was not delivered up immediately, the general would give orders to the French cruizers to capture all American veſſels without diſcrimination. Captain Truxton coolly anſwered, that he had acted in perfect obedience to the orders of his government, and that no threats would induce him to diſobey them. The Frenchman uſed promiſes, intreaties, and imprecations, but in vain; when finding Captain Truxton inexorable, he left him muttering as cuſtomary——Vengeance! and the Great Nation!

On the 15th of July, a court-martial aſſembled on board his Majeſty's ſhip Invincible, in Fort Royal harbour, Martinique, to try Captain Richard Matſon, of his Majeſty's ſhip Daphne, on a charge exhibited againſt him by George Baker, ſecond lieutenant; George Alexander, acting maſter; John Allen, purſer; and William Bowles, maſter's mate of the ſame ſhip; alſo written papers containing evidence as given to them, by John Rouſe, William Jones, Owen Owens, and John Weath alſo belonging to the ſaid ſhip, of his having been guilty of crimes, highly ſcandalous and deteſtable.

* Appendix, Chap. II. No. 382.

† The merchants of London, with that liberality which has ever diſtinguiſhed them, ſubſcribed for a piece of plate to be preſented to Captain Truxton, in teſtimony of their admiration of his gallantry and ſervices in having captured the above French frigate.

The

A. D. 1789 The court was compoſed of the following members, viz.

President,

William Cayley, Eſq.

Robert Barton, Adrian Renou,
Edward Rotheram, Samuel Warren,
T. Goodchild, Judge Advocate.

Who having heard the evidence, produced on the part of the crown, in ſupport of the charge, and what the priſoner had to offer in his defence, and very maturely, and deliberately conſidered the whole, were unanimouſly of opinion, that the charges in any degree have not been proved, and that they appear to them malicious, malignant, groundleſs, and vexatious, in the fulleſt extent; and do, therefore, moſt honourably acquit the ſaid Captain Richard Matſon, of all and every part of the charge; and he is hereby moſt honourably and unanimouſly acquitted of all and every part of the charge accordingly.

It appears to the court, that John Rouſe, belonging to his Majeſty's ſhip Daphne, who was produced on the ſaid trial, did in the courſe of his examination, prevaricate in his evidence; this court doth therefore order the ſaid John Rouſe to three months ſolitary impriſonment, in ſuch place as the commander in chief ſhall pleaſe to direct.

The court begs leave to communicate to the commander in chief, their ſenſe of the very dangerous confederacy, which has been continued againſt the ſaid Captain Richard Matſon, by Philip Brown and George Baker, lieutenants, George Alexander, acting maſter; John Allen, purſer; and William Bowles, maſter's mate, of his Majeſty's ſhip Daphne; wherein it appears, that they have acted in direct oppoſition to an act of parliament, made in the thirty-ſeventh year of the reign of his preſent Majeſty, King George the third, intituled, "An act for the more effectually preventing the adminiſtering or taking unlawful oaths." And are further of opinion, the conduct of the ſaid officers, on this occaſion, ought to be inveſtigated, as it is highly dangerous to the public ſervice, by affixing dates to the declarations of the evidence, which the ſaid evidence have ſolemnly declared never to have given in.

(Signed) W. Cayley,
R. Barton,
A. Renou,
Ed. Rotheram,
Samuel Warren.

On the arrival of Lord Hugh Seymour at Martinique, Vice Admiral Harvey reſigned the command of the fleet at the Leeward iſlands, and returned to England in La Concorde, frigate. Sometime after the admiral's arrival in England, a deputation of the Weſt India merchants preſented him with the following addreſs. A.D. 1799

Fort Royal, Martinique, Auguſt 1ſt, 1799.

"Sir,

"The Engliſh inhabitants of this town, deſirous of teſtifying their regard for, and high opinion of your meritorious conduct, during the command of his Majeſty's naval forces in theſe ſeas, have voted a piece of plate to be preſented you as early as poſſible after your arrival in England, as a token of their approbation of your military as well as civil conduct during that time.

"They have done us the honour, Sir, to appoint us a committee to addreſs you upon the ſubject, a commiſſion which we enter upon with the moſt ſincere pleaſure.

"We have in conſequence deputed John Tench and William Smith, Eſqrs. to preſent you with the ſame; which in behalf of the Engliſh inhabitants of this town, we pray your acceptance of, as a ſmall tribute of their gratitude for your unremitted attention to the intereſt of thoſe committed to your charge.

"We ſincerely wiſh, that on your arrival in England, after a ſhort and pleaſant paſſage, you may have a happy re-union with your family, and meet that reward from our royal maſter which your merit ſo juſtly entitles you to.

"Wiſhing you in the future ſtages of life, a continuance of honours, health, and every other happineſs this world can afford, we remain with reſpect and eſteem,

"Sir,

"Your moſt obedient humble ſervants,

(Signed) "JAMES FONTEIN,
JAMES JONES,
BEN. SANDFORD,
JOHN JOHNSTON."

"To HENRY HARVEY, Eſq.
Admiral of the White."

To which Admiral Harvey replied,

A.D. 1799

London, Nov. 19, 1799.

" Gentlemen,

" I have the honour of your letter of the 1ſt of Auguſt laſt, preſented to me by John Tench and William Smith, Eſqrs.

" To the Engliſh inhabitants of Fort Royal, Martinique, I beg to acknowledge the high ſenſe I entertain of the ſentiments they are pleaſed to expreſs on my conduct, during the time I had the honour to ſerve as commander in chief of his Majeſty's ſquadron on the Leeward Iſland ſtation.

" I accept with much pleaſure and ſatisfaction ſo honourable a mark of attention, from ſuch a reſpectable body of my fellow ſubjects, and it will ever impreſs on my mind, the moſt lively ſenſe of gratitude and eſteem. I beg you will be pleaſed to aſſure them of my beſt wiſhes for their happineſs and proſperity, which I hope they may always continue to experience, under his Majeſty's moſt gracious protection and government.

" To you particularly, gentlemen of the committee, I conſider myſelf obliged by the very polite manner in which you have communicated to me the purport of your commiſſion.

" I have the honour to be, with great reſpect,

" Gentlemen,

" Your moſt obedient humble ſervant,

(Signed) HENRY HARVEY."

" To Sir JAMES BONTEIN, Kt.
JAMES JONES,
BEN. J. SANDFORD,
and JOHN JOHNSTON, Eſqrs."

On the 20th of Auguſt the Dutch colony at Surinam, ſurrendered without oppoſition to his Majeſty's ſea and land forces, under the command of Vice Admiral Lord Hugh Seymour and Lieutenant General Trigge.

On

On the 26th of Auguſt Captain Thomas Wallace, in the Tamer, off Surinam, captured, after a running fight and ten minutes cloſe action, the French national corvette Le Republican, citoyen Le Bovée, of 32 guns, and 250 men, nine of whom were killed, and 12 wounded. The Tamer had two ſeamen wounded. A.D. 1799

JAMAICA.*

In March the boats of the Trent frigate, Captain R. W. Otway, commanded by the Lieutenants Bolton and Balderſton, with a party of marines under Lieutenant M'Kee, covered by the Sparrow cutter, deſtroyed a Spaniſh battery, on a point near Cape Roſo, and after having effectually deſtroyed the guns, brought off a large ſhip and ſchooner; two other ſchooners, which were in the bay, were burnt by the enemy. In the courſe of this ſervice, ſeven Britiſh were wounded.

On the 13th of April, the Amaranthe of 14 guns, Captain F. Warre, captured, after a hard running fight of an hour and eight minutes, Le Vengeur French national letter of marque, of ten four-pounders and 36 men, 14 of whom were killed, and five wounded. The Amaranthe had one killed, and three wounded.

On the 16th of September, the Carnatic merchant ſhip, bound to Jamaica, picked up a boat belonging to the Violet, of Baltimore, in Maryland, which veſſel had upſet in a violent ſquall on the 1ſt of the ſame month. The whole crew, conſiſting of 11 people, had been for 15 days in the boat, with only a few pounds of flour and a few bottles of water to ſubſiſt upon; they were ſo much exhauſted and fatigued when taken up, that two inſtantly died; the reſt, by the humane treatment of the Carnatic's crew, were reſtored to health.

On the 14th of October, the Echo ſloop of war, commanded by Captain Robert Philpot, being on a cruiſe off the north-weſt end of Porto Rico, chaſed a brig into Lagnadillie. Seeing ſeveral veſſels in the bay, Captain Philpot ſent the pinnace and jolly boat, under the command of Lieutenants Napier and Forſe, to attempt to bring ſome of them out; in their way in they boarded and brought off a Spaniſh brig of two guns and 20 men from the Spaniſh

* Appendix, Chap. II. No. 319.

A.D. main. The next evening the boats were again diſpatched,
1799 under Lieutenant Napier and Mr. Wood the boatſwain), to cut out what they could from the bay. About two o'clock in the morning they arrived at the anchorage, and were hailed from the brig which had been chaſed in on the 14th; they perceived her to be armed, and on the look out for them, moored about half a cable's length from the ſhore, with her broadſide to the ſea, protected by two field pieces, one eighteen-pounder, and ſome ſmaller carriage guns, all placed on the beach. The boats did not heſitate, but reſolutely boarded her on the bow; the Frenchmen and Spaniards (about 30 in number, all of them upon deck, with matches lighted and guns primed, every where prepared for action) made the beſt of their way down the hatchways. By the time the cables were cut, the guns on the beach opened their fire on the boats. The third ſhot unluckily ſunk the pinnace while ſhe was ahead towing, but fortunately no lives were loſt. A favourable breeze now ſpringing up, the brig ſoon got out of gun-ſhot, and was carried off to the Echo; ſhe proved to be a French letter of marque, of 12 guns and 30 men, commanded by an Enſeigne de Vaiſſeau, with a valuable cargo on board. In this deſperate and gallant conflict not a man was killed or wounded in the Echo's boats.

One of the moſt daring and gallant enterprizes which has been ever recorded in the annals of the navy, was executed on the morning of the 25th of October by Captain Edward Hamilton, in the Surprize frigate, of 24 guns. As no deſcription can be more clear than that which he relates, of this glorious action in his letter to Sir Hyde Parker, it is here given at length.

"*Surprize, Port Royal Harbour, Jamaica, Nov.* 1, 1799.

"Sir,

"The honour of my country, and the glory of the Britiſh navy, were ſtrong inducements for me to make an attempt to cut out, by the boats of his majeſty's ſhip under my command, his majeſty's late ſhip Hermione, from the harbour of Port Cavalle, where there are about 200 pieces of cannon mounted on the batteries. Having well obſerved her ſituation on the 31ſt and 1ſt ultimo, and the evening of the 24th being favourable, I turned the hands up to acquaint the

the officers and ſhip's company of my intentions to lead them to the attack; which was handſomely returned with three cheers, and that they would all follow to a man: this greatly increaſed my hopes, and I had little doubt of ſucceeding. The boats, containing 100 men, including officers, at half part twelve on the morning of the 25th. (after having beat the launch of the ſhip, which carried a twenty-four pounder and twenty men, and receiving ſeveral guns and ſmall arms from the frigate) boarded; the forecaſtle was taken poſſeſſion of without much reſiſtance; the quarter deck diſputed the point a quarter of an hour, where a dreadful carnage took place; the main deck held out much longer, and with equal ſlaughter; nor was it before both cables were cut, ſail made on the ſhip, and boats ahead to tow, that the main deck could be called ours; they all of all retreated to the lower decks, and continued firing till their ammunition was expended; then, and not until then, did they cry for quarter. At two o'clock the Hermione was completely ours, being out of gun-ſhot from the fort, which had for ſome time kept up a tolerably good fire. From the captain, Don Ramond de Chalas, I am informed ſhe was nearly ready for ſea, mounting 44 guns, with a ſhip's company of 321 officers and ſailors, 56 ſoldiers, and 15 artillery-men on board. A.D. 1799

"Every officer and man on this expedition behaved with an uncommon degree of valour and exertion; but I conſider it particularly my duty to mention the very gallant conduct, as well as the aid and aſſiſtance, at a particular criſis, I received from Mr. John M'Mullen, ſurgeon and volunteer, and Mr. Maxwell, gunner, even after the latter was dangerouſly wounded. As the frigate was the particular object of your order of the 17th of September, I have thought proper to return into port with her.

"Encloſed I tranſmit you a liſt of captures made during the cruize, alſo two liſts of killed and wounded.

"I have the honour to be, &c. &c. &c.

A.D. 1799 "A *List of the Killed and Wounded on board the Spanish Frigate Hermione, late his Majesty's Ship Hermione, retaken from the Mutineers by the Boats of his Majesty's Ship Surprize, when under the Command of Captain* EDWARD HAMILTON, *in Porto Cavallo, October 25th, 1799, and general Statements of the Complement on board.*

"Prisoners landed at Porto Cavallo the same day, out of which there were 97 wounded; mostly dangerous - - - - - - -	}	228
Escaped in the launch, which was rowing guard round the ship with a 24-pounder -	}	20
Remain prisoners on board - - - -		5
On shore on leave, one lieutenant, one captain of troops, four pilots, and one midshipman	}	7
Swam on shore from the ship - - -		15
Killed - - - - - -		119
Total		392

"SIGNED H. HAMILTON."

"*A List of the Officers, Men, Women, and Children of the Spanish Frigate Hermione, retaken from the Mutineers by his Majesty's Ship Surprize, under the Command of Captain* EDWARD HAMILTON, *in the Harbour of Porto Cavallo, the 25th October, 1799.*

"Killed in action, Officers, Seamen, Marines, and Soldiers, 119; Wounded, Officers, Seamen, Marines, and Soldiers, 97; Men, Women, and Children, prisoners, 176; Total 392.

"Killed in action, Officers, several contusions, bruises, and wounds; Men, Women, and Children, prisoners, several wounded in several places; three mortally; and twenty-five dangerously."

On the 7th of November the House of Assembly at Spanish Town, Jamaica, voted a sum to purchase a sword, value 50 guineas, in testimony of the high sense that house entertained of the extraordinary gallantry and ability dis-

played

played by him in attacking and cutting out of Porto Cavallo, his majesty's late ship Hermione, an enterprize surpassed by none in this glorious war. A.D. 1799

His majesty conferred on Captain Hamilton the honour of knighthood by letters patent, and ordered him to be presented with a gold medal.

On the 15th of November, the outward-bound convoy, under the protection of Captain Lobb in the Crescent, with the Calypso sloop of war, Captain Baker, fell in with, off Porto Rico, and was chased by a Spanish squadron *; but by the judicious and skilful management of Captain Lobb, he not only secured his convoy, but captured the Spanish corvette. She was added to the navy, and afterwards lost on her passage home.

On the 2d of December, the Achilles armed merchantman, being on her passage to Jamaica, with about 120 soldiers on board, was attacked off St. Domingo by a large French privateer, which she engaged for some time very bravely, and at length boarded and carried; she proved to be L'Entrepreneur, of 18 guns, and 185 men, 107 of whom were killed or wounded. The Achilles had only one killed, and 14 wounded.

CAPE OF GOOD HOPE AND WEST INDIES †.

On the 9th of February, the Medusa frigate, of 32 guns, commanded by Captain Henry Digby [illegible], being on a cruize in the lat. 31 degrees 30 min. south, longitude 33 degrees 20 min. east, at daylight in the morning discovered two sail, to the largest of which she gave chase; and at half past twelve o'clock at noon he came alongside, and brought her to close action, which continued with great fury 5 minutes, when the enemy struck, and proved to be La Prudente French national frigate, [illegible] of France, mounting 26 twelve-pounders on the main deck, two long six-pounders, and two howitzers on the quarter deck, manned with 297 men, 27 of whom were killed,

* Spanish Squadron.

Guns.	Men.	Commanders.
[illegible]	550	Commodore Don Francisco [illegible]
[illegible]	350	Don [illegible]
[illegible]	350	Don [illegible]

† Navy Comp. II. No. 390, Squadron at the Cape and [illegible]

A.D. 1799 and 22 wounded. The Dædalus had two men killed, and 12 wounded.

On the 23d of February, the Earl Fitzwilliam was deſtroyed by fire in Saugar Roads. Mr. Fraſer and five of the crew periſhed, with ſome Laſcars.

On the 24th of February, the Otterly Eaſt India ſhip, Captain Piercy, was captured by La Forte French frigate, of 50 guns, and 450 men, after a ſmart action, near the Sand Heads, at the entrance of Bengal river. The Otterly had four men killed, and 13 wounded.

Early in the year Commodore Blanket ſailed from Bombay for the Red Sea*; a body of troops was embarked, under the command of Major General Craig, for the purpoſe of co-operating with the army in Egypt under General Sir R. Abercrombie.

The Braave captured La Surprize national corvette from the iſle of France, bound to Europe, having on board General de Brie and two ambaſſadors from Tippoo Sultan.

At the capture of Seringapatam ſeveral papers were found, containing a correſpondence between Tippoo Sultan and the French Republic—at the moment when he was profeſſing a deſire to receive an ambaſſador from Earl Mornington, the governor-general, and to cultivate the relations of amity and peace with the Britiſh goverment in India.

Three of the Sultan's ambaſſadors had actually ſailed for France in La Preneuſe frigate, and articles were drawn up and ratified between him and M. Malartique, governor-general of the iſle of France, and M. de Sercey, commander in chief of the naval forces, wherein it was agreed that the French ſhould ſend to his aſſiſtance ſeveral French officers in the land and ſea ſervice. The pay per month, which the French officers in the ſea ſervice were to receive, was as follows:

Ships.	*Guns.*	*Commanders.*
* Leopard,	50	{ J. Blanket, Commodore, Captain J. Wardlaw.
Bellona,	40	F. Alexander.
[illegible],	44	[illegible] Hardyman.
Antelope,	20	W. Walker.

To

	Rupees.	A.D.
To a captain of a ſhip or captain of the port	2000	1799
To each lieutenant of a ſhip - -	500	
To each enſign of a ſhip - -	300	
To each maſter of the port - -	250	
To the ſhip builder - - -	200	

Mangalore was to be eſtabliſhed as the naval port and arſenal. Plans were alſo projected for the attack of Bombay and Goa; on the event of ſucceſs, the firſt was to be given up to the French Republic, the latter to be put into the poſſeſſion of Tippoo.

Captain Edward Cooke of La Sybille, of 40 guns, and 280 men, having received intelligence whilſt at Madras that La Forte, a French frigate of 54 guns, and 700 men, was cruizing in the bay of Bengal, ſailed on the 19th of February in queſt of her, and on the 28th he had the good fortune to fall in with her in Ballaſore roads, when, after a moſt gallant and ſpirited action of an hour and 40 minutes, ſhe ſtruck, with the loſs of all her maſts; Monſieur Serci her commander, and almoſt all the officers, killed or deſperately wounded: the loſs in men muſt have been very conſiderable, as they were driven twice from their quarters, and when taken poſſeſſion of, her decks exhibited a ſcene of dreadful carnage. La Sybille had three killed, and 19 wounded; amongſt the firſt was Captain Davis, of the ſtaff, who ſerved as a volunteer, and fell early in the action. Captain Cooke was amongſt the latter, whoſe wounds were of ſo ſevere a nature as to oblige him to quit the deck; but the battle was nobly ſuſtained, till the enemy ſtruck, by Lieutenant Hardyman, on whom Admiral Rainier conferred the command of La Forte.

M. de Serci was a pupil of Suffrein's, and eſteemed one of the ablеſt officers in the French navy.

Captain Cooke continued to linger under the painful effects of the dreadful wound he had received in the above action till the morning of the 23d of May, when he expired, beloved and reſpected by all who knew him.*

The following garriſon orders were given out by the deputy governor of Calcutta, on the melancholy occaſion, in which is a juſt panegyric to the character of this excellent young officer.

"Captain Cooke, of his majeſty's ſhip La Sybille, after

* The Court of Directors of the Eaſt India Company have voted a monument to be erected at Calcutta to his memory.

a painful

A. D. a painful and lingering illness, in the courſe of which the
1769 ardent hopes of the ſettlement were ſanguinely fixed on his recovery, having expired this morning, in conſequence of the wound he received in the action with the French national ſhip La Pourſe; it is the painful duty of the deputy governor to order the laſt tribute of military honours to be paid to the remains of that gallant officer, by whoſe premature death in the defence of the intereſts of the Britiſh nation in general, and of the Eaſt India Company in particular, our gracious ſovereign has loſt a zealous, brave, and active officer, whoſe intrepid and ſkilful conduct in a conteſt with a veſſel of far ſuperior force, has added another glorious trimph to the many obtained this war by the valour of the Britiſh navy, of which, had Providence ſpared his life, he would have become one of the brighteſt ornaments.

"His majeſty's 76th regiment will form the funeral party, and attend the remains of Captain Cooke, with every mark of reſpect and reſpect that is in their power to ſhew, from the houſe of Sir J. Call, at Chrurchyard, to the place of interment, at ſix o'clock this evening; and as there is no officer of the rank of colonel with that corps, Colonel Greene is entitled to preſide with it on this occaſion.

"During the proceſſion minute guns are to be fired from Fort William, and the colours to be hoiſted half ſtaff

[illegible] ſhips of war, and Eaſt India ſhips, with ſeveral merchantmen in the river, to fire minute guns.

"The ſloop of war, the Rattleſnake ſloop of war, [illegible] and Cantonment ſhips, of 24, which were lying [illegible] to the eaſtward of the [illegible] Creek ſhips, with boats for the use of the army under the command of General Dundas, who had marched a [illegible] to the borders of the country to ſuppreſs a [illegible] Chiefs, were attacked by La Pourſe [illegible] and [illegible]. Captains [illegible] with a detachment of their [illegible] command devolved on [illegible] who [illegible] great judge- [illegible] in his [illegible] diſpoſitions.

[illegible] in the afternoon, [illegible] N. W. He continued on [illegible] when the [illegible] and [illegible] the Rattleſnake, having, the laſt

had failed round the ſtrange ſhip, and had hailed her, but A. D.
received no anſwer; and informed them ſhe was a large 1799
French frigate: that ſhe mounted 15 guns on a ſide on the main deck. The Rattlesnake on this made the ſignal to the Camel for an enemy, cleared ſhip for action, and got ſprings fixed on her cables. A little before nine o'clock, it being nearly dark, the enemy coming down under eaſy ſail, brought up at about three cables length on the Rattleſnake's beam, and veered away a cable and a half.

At this time a ſhot was fired from the Rattleſnake under the frigate's ſtern, of which ſhe did not take any notice; but from her manœuvres, &c. it was ſuſpected ſhe intended boarding. To fruſtrate their deſign, a broadſide was immediately given from the Rattleſnake, and was ſoon returned by the frigate, which hoiſted a French jack at the main peak; the action then commenced with a very briſk fire on both ſides, ſhe being ſoon after ſupported by the Camel; the engagement continued very warm until midnight, when the Camel ceaſed firing, and was ſoon after ſilenced. The enemy perceiving this, cheered her gallants to bring her broadſide to bear on the Rattleſnake, and renewed the contest until half paſt three in the morning; ſhe then ſlipped her cable, and removed to another part of the bay, apparently in a diſabled ſtate, to refit. At eleven o'clock in the forenoon ſhe was under ſail with only her courſes, and double reefed main top ſail, which indicated her being much damaged in her maſts.

In this ſevere and gallant conteſt, which laſted for ſix hours and a half, the Rattleſnake had only the carpenter and two ſeamen killed, with ſeveral wounded; her maſts, ſails, and rigging were much crippled, and eight ſhot between wind and water.

The Camel had ſix men wounded.

On the 12th of December the ſame French frigate was chaſed and driven on ſhore near Port Louis, in the iſland of Mauritius, by the Orpheus, Captain John Oſborn, and Sirius, Captain Pakenham. As it was impoſſible to get the ſhips near enough to deſtroy her, ſeveral boats were ſent for that purpoſe by Lieutenants Gray, Wallis and Symes, who were ſupported from the French batteries on ſhore.

On the 13th of October the Princeſſe, a ſloop of war, of 14 guns, commanded by Captain J. Searle, being on a cruize

A.D. 1799 cruize in the gulph of Perſia, fell in with L'Iphigenie French privateer, of 22 guns and 200 men, : a moſt ſpirited and bloody action enſued, and continued with great fury for ſome time, when the veſſels fell on board of each other, and ſoon after the Trincomale, by ſome dreadful accident, took fire and blew up; the whole of the crew periſhed, excepting one ſeaman and one Laſcar. The violence of the ſhock was ſo great, that L'Iphigenie ſhortly after ſunk, and 115 of the crew periſhed.

On the 24th of October the Orpheus frigate, commanded by Captain William Hills, being on a cruize in the Straits of Banca, fell in with and captured, after a ſhort running fight, the Zeevraght and Zeelaſt, two Dutch armed veſſels, mounted with 22 guns each, from Macaſſar, laden with proviſions and ordnance ſtores; ſeven Dutchmen were killed, and ſix wounded. The Orpheus had one man killed, Mr. Hodgkins, firſt lieutenant, and five wounded.

On the 3d of November a violent ſtorm did much damage at Bombay and on the Malabar Coaſt, where many ſhips and veſſels, of different deſcriptions, were loſt, with their crews.

On the 5th of November the Sceptre, of 64 guns, Captain Valentine Edwards, was driven on ſhore in a violent gale of wind in Table Bay; the ſhip was totally loſt, and many of the crew, with her commander, periſhed. A Daniſh 64 gun ſhip, with ſeveral merchant veſſels, were alſo forced on ſhore, moſt of which were again got off.

The following is a Liſt of the Officers who periſhed in the Sceptre.

Valentine Edwards		Captain
Munn	}	Lieutenants
Bartlet	}	
Edward Bones		Maſter
Alexander Baxter		Gunner
Robinſon		Boatſwain
Wm. Edwards	}	Midſhipmen
Barlowe		
Giles Kilbourne		
James Tucker	}	

And about 280 ſeamen and marines.

Lift

A Liſt of the Officers who were either ſaved from the Wreck of the Sceptre or were on Shore. A.D. 1799

James Pengelly,	Lieutenants,	On duty and on ſhore
Thomas Tudor Tucker,		
Hen. Alex. Jones,		
John Douglas,	Lieut. of marines	
John Bury,	Surgeon,	
J. Dredge,	Purſer,	
N. J. Willoughby,	Invalid Lieut.	
R. Smart,	Lieut. on leave of abſence.	
Wm. Dredge,	Invalid Lieut.	
B. W. Macgibbon,	Ditto marines.	
James Shaw,	Maſter's-mate, ſaved from the wreck.	
James Sphynx,	Midſhipmen, ditto.	
J. H. Baddle,		
Stephen Popham,	Midſhipmen on duty.	
James Bettel,		
Cha. W. Chalmers,	Midſhipmen on ſhore.	
John Thompſon,		
The Rev. Tho. Tringham,	Chaplain, on ſhore.	
—— Boſſel,	Carpenter, ditto.	

And about 109 ſeamen and marines,

On the 6th of December, the Cleopatra, a Portugueſe Eaſt-Indiaman, on her paſſage from Europe to Calcutta, was attacked by a French privateer of 18 guns, which ſhe obliged to ſheer off, after a ſevere conflict. The Indiaman had two men killed and ſix wounded. On her arrival at Calcutta, the merchants as a reward to the captain and crew for their gallantry, in having ſaved ſo valuable a ſhip from the hands of the enemy, preſented them with 100 guineas, and the underwriters at Lloyd's made a liberal ſubſcription for the ſame purpoſe.

On the 11th of December, a ſmart action was fought off the coaſt of Arracon, by the Eliza Ann, and the American ſhip Atalantic, with a large French privateer, which after a ſevere conflict, they obliged to ſheer off; two ladies paſſengers on board the Eliza Ann, behaved with great firmneſs, by encouraging the crew to fight valiantly, and ſupplied them with cartridges during the engagement.—

A.D. 1800 Supplies granted by parliament for the sea service.

The first two months 120,000 seamen, including 22,696 marines; for the remaining eleven months 110,000 seamen, and the same number of marines.	2,[illegible]82,500	0	0
The victualling of ditto, -	2,[illegible]00,000	0	0
For wear and tear of ships -	4,[illegible]00	0	0
For ordinance for sea service, -	[illegible]82,[illegible]00	0	0
For extraordinaries, - -	11,[illegible]55	0	0
For the ordinary, including half pay to sea and marine officers,	8,6[illegible],000	13	11
For buildings and repairs of ships	385,515	0	0
For the probable expence of transport service	1,300,000	0	0
For the maintenance of prisoners of war in health	500,000	0	0
For the care and maintenance of sick prisoners of war	90,000	0	0
Total supply for the navy	[illegible],[illegible]10,[illegible]89	13	11
Total granted for the year	[illegible],[illegible]7[illegible],[illegible]89	6	2½

Flag Officers employed.

Portsmouth.

Officers.	*Rank.*	*Ships.*	*Guns.*
Mark Milbanke, Ad. of the White,	Royal William		84
J. Holloway, Rear Ad. of the White,	his particular ship		

Plymouth.

Sir T. Pasley, Bt. Vice Ad. of the Red,	Cambridge	84

Channel Fleet.

Lord Bridport, Ad. of the White	[illegible]	110
Earl St. Vincent, Ad. of the White,	Ville de Paris	110
*Sir A. Gardner, Bt. Ad. of the Blue,	[illegible]	110
Sir H. Harvey, K.B. Vice Ad. of the White,	[illegible]	110
*Sir A. Mitchel, K.B. Vice Ad. of the Blue,	Windsor Castle	98

* Invested with the Order of the Bath, January 1st.

Sir

			A.D.
Sir C. Cotton, Bt. Rear Ad. of the Red,	Prince	98	1800
Cuthbert Collingwood, Esq. Rear Ad. of the White,	Barfleur	98	
Ja. Haw. Whitfield, Esq. Rear Ad. of the White,	Temeraire	98	
Sir R. Calder, Rear Ad. of the Blue,	Prince of Wales	98	
Hon. G. V. Berkeley, Rear Ad. of the Blue,	Mars	74	
Sir R. Bickerton, Bt. Rear Ad. of the Blue,	Cumberland	74	
Sir J. B. Warren, K.B. Rear Ad. of the Blue,	Renown	74	

[illegible]

Vice Peyton, Ad. of the White,	Kent	74
A. D'Auvergne, Esq. Vice Ad. of the Red,	Monarch	74
A. Mitchell, Esq. Vice Ad. of the Blue,	His	50

Downs.

S. Lutwidge, Esq. Vice Ad. of the Red,	Overyssel	64

Nore.

Alex. Græme, Esq. Vice Ad. of the White,	Zealand	64

Ireland.

R. Kingsmill, Esq. Ad. of the Blue,	no particular ship	
Sir A. Gardner, Bt. Ad. of the Blue,	ditto.	

Mediterranean.

Lord Keith, Vice Ad. of the Red,	Queen Charlotte	110
Lord Nelson, Rear Ad. of the Red,	Foudroyant	84
J. T. Duckworth, Rear Ad. of the White,	Leviathan	74
Sir R. Bickerton, Bt. Rear Ad. of the Blue,	Swiftsure	74

Halifax.

Sir W. Parker, Bt. Vice Ad. of the White,	America	64

Newfoundland.

C. M. Pole, Esq. Rear Ad. of the Red,	Agincourt	64

* Created a Peer of Ireland, by the title of Lord Gardner.

Leeward

A.D. 1800

Leeward Iſlands.

Lord H. Seymour, Vice Ad. of the Blue, Prince of Wales		98
J. T. Duckworth, Rear Ad. of the White,	Leviathan	74

Jamaica.

Sir Hyde Parker, Kt. Ad. of the Blue, Queen	98
Lord H. Seymour, Vice Ad. of the Blue, Sans Pareil	84

Cape of Good Hope.

Sir R. Curtis, Bt. Vice Ad. of the White,	Lancaſter	64

Eaſt Indies.

P. Rainier, Eſq. Vice Ad. of the Blue, Suffolk	74
J. Blanket, Eſq. Rear Ad. of the White, Leopard	50

Remarks.

On the 24th of April, Lord Bridport reſigned the command of the Channel fleet; he was ſucceeded by Earl St. Vincent.

On the 22d of Auguſt, Sir Alan Gardner ſtruck his flag on board the Royal Sovereign; was created an Iriſh Peer, and ſucceeded Admiral Kingſmill in the command of the fleet in Ireland.

In May, Sir Richard Bickerton ſailed in the Sea Horſe, to the Mediterranean.

Lord Nelſon ſtruck his flag on board the Foudroyant, and returned to England over land.

After the loſs of the Queen Charlotte, Lord Keith hoiſted his flag on board the Minotaur, and from thence to the Foudroyant.

Rear Admiral Duckworth went to the Leeward iſlands, and Lord Hugh Seymour to Jamaica, to relieve Admiral Sir Hyde Parker, who returned home in the Trent frigate the 19th of September.

On the 3d of November, Sir Hyde hoiſted his flag on board the Royal George.

Rear Admiral Pole was captain of the fleet, until Lord Bridport ſtruck his flag; then Sir Thomas Troubridge.

In March, Admiral Vandeput died at Halifax, and was ſucceeded, by Vice Admiral Sir William Parker, Bt.

Sir J. B. Warren ſailed for the Mediterranean, November the 28th, in the Renown

On

On the 1ſt of January the rate of fees was eſtabliſhed at the Admiralty as follows. A. D. 1800

A Table of the Rate of Fees to be paid on certain Inſtruments iſſued from the Admiralty-Office.

	l.	*s.*	*d.*
For a commiſſion to a flag officer, and commander in chief - - - -	5	7	6
For a commiſſion to a captain and commander of a ſhip of war - - - -	2	3	0
For a commiſſion to a lieutenant of do.	1	1	6
For entering the commiſſions of the vice and rear admirals of England - -	5	7	6
For a warrant to the attorney general to prepare a patent for a commiſſioner of the Navy and Victualling - - -	5	7	6
For a warrant appointing a commiſſioner for Sick and Hurt Seamen - - -	5	7	6
For a warrant to an aſſiſtant to the ſurveyors of Navy - - - - -	3	4	6
For a warrant to a ſecretary of the Navy, Victualling, and Sick and Hurt Boards -	3	4	6
For a warrant to a commiſſioner of the Sixpenny Office - - - -	3	4	6
For a warrant to an officer of the dock yards, whoſe ſalary is 200l. a year - -	3	4	6
For a warrant to an officer whoſe ſalary is 100l. and under 200l. - - -	2	3	0
For a warrant to a chaplain and ſurgeon of the yards - - - -	3	4	6
For a warrant to a maſter ſailmaker, joiner, bricklayer, carpenter, ſmith, maſt-maker, boat builder, and boatſwain of the yards -	2	3	0
For a warrant to all other officers of the yards, whoſe ſalaries are 100l a year, each -	1	1	6
For a warrant to a purſer, gunner, boatſwain, carpenter, of 1ſt, 2d, and 3d rates -	2	3	0
For a warrant to an officer of thoſe ranks in inferior rates - - - - -	1	1	6
For a warrant to a chaplain of a ſhip of war	0	10	6
For a warrant to an agent victualler -	3	4	6
For a warrant to a ſtorekeeper, and clerk of the cheque of the Victualling - -	2	3	0

A.D. 1800	For a warrant to an officer and clerk in the Victualling Office, whoſe ſalary is 100l. a year and upwards - - -	2	3	0
	For a warrant to all officers of the Royal Academy, whoſe ſalaries are 100l. a year and upwards, each - - -	2	3	0
	For a warrant to all other officers of do. under 100l. each - - - -	1	1	6
	For a warrant to admit a ſcholar into the Royal Academy - - - -	1	1	6
	For a warrant to prepare a patent for the vice-admiral of Scotland - - -	5	7	6
	For a warrant to prepare a patent for a vice-admiral of a maritime county - -	3	4	6
	For a warrant to prepare a patent for the judge and regiſtrar of the Admiralty, each	5	7	6
	For a warrant to appoint the lords high admirals advocate, proctor, and marſhal, each -	3	4	6
	For a warrant to a counſellor for the affairs of the Admiralty - - -	5	7	6
	For a warrant to an aſſiſtant to the ſaid counſellor - - - - -	5	7	6
	For a warrant to a judge of a vice-admiralty court - - -	3	4	6
	For a warrant to a regiſtrar of do. -	3	4	6
	For a warrant to a marſhal of do. -	3	4	6
	For a warrant to a judge advocate of the fleet	3	4	6
	For a warrant to a deputy do. - -	3	4	6
	For a warrant to a phyſician to the fleet	3	4	6
	For a warrant for entering the patent appointing a governor to Greenwich Hoſpital	5	7	6
	For a warrant to the lieutenant governor, and for entering the patent for treaſurer of Greenwich Hoſpital, each - - -	3	4	6
	For a warrant to a captain in Greenwich Hoſpital - - - -	2	3	0
	For a warrant to a lieutenant in do. -	1	1	6
	For a warrant to the phyſician, ſecretary, and ſteward of ditto, each - -	3	4	6
	For a warrant to the chaplain, and clerk of the cheque, of do. each - -	2	3	0
	For a warrant to a director of do. -	1	1	6
	To all other officers of do. each	1	1	0

For

				A.D.
For a warrant to a governor of Haſlar and Plymouth hoſpitals - -	5	7	6	1809
For a warrant to a lieutenant of the hoſpitals -	2	3	0	
For a warrant to a phyſician of do. -	3	4	6	
For a warrant to a ſurgeon of do. -	3	4	6	
For a warrant to all other officers of do. each	2	3	0	
For a warrant to an agent, phyſician, and ſurgeon of the ſeveral eſtabliſhments for the cuſtody of priſoners of war - -	3	4	6	
For a warrant to the inſpector general of naval works - - -	5	7	6	
For a warrant to the architect, mechaniſt, and chymiſt on that eſtabliſhment -	4	6	0	
For a warrant to the draughtſman on do. -	3	4	6	
For a warrant to the ſecretary on do. -	4	6	0	
For a warrant to the clerks on do. each -	2	3	0	
For a warrant to the hydrographer -	5	7	6	
For a warrant to all officers in the naval departments, who receive appointments from this office, and whoſe ſalaries are a 100l. a year and upwards, each - -	2	3	0	
For a warrant to all officers of the above deſcripſcription, whoſe ſalaries are under 100l. each	1	1	6	
For a warrant for a letter of marque to privateers - - -	1	1	6	
For an order to ſuperannuate a lieutenant -	2	3	0	
For an order to ſuperannuate warrant officers of 1ſt, 2d, and 3d rates - .	2	3	0	
For an order to warrant officers from a 3d rate downwards - - -	1	1	6	
For an order to grant a penſion under 100l. a year - - -	1	1	6	
For an order to grant a penſion from 100l. to 200l. incluſive - - -	2	3	0	
For an order to grant a penſion from 200l. to 300l. - - -	3	4	6	
For an order to grant a penſion from 300l. to 400l. - - -	4	6	0	
For an order to grant a penſion from 400l. to 500l. and upwards - -	5	7	6	
For all reports on a reference where any penſion is granted - - -	1	1	6	

A. D. 1800	A new pafs to fecure the fhips and veffels of his Majefty's fubjects from the Algerines -	1	10	0
	A renewal of do. - -	1	0	0
	A protection for fhipwrights, boat builders, caulkers and failmakers, &c. 50 men and upwards	2	2	0
	A do. for do. upwards of 4 and under 50 men	1	1	0
	A do. for do. 4 men and under -	0	10	6
	A do. for merchant veffels of 10 men and upwards - - -	0	10	0
	A do. for do. under 10 men -	0	5	0
	A do. for a fingle perfon - -	0	2	6
	A letter of leave for a flag officer to go abroad	2	3	0
	A do. for a captain of a fhip of war -	1	1	6
	A do. for a lieutenant or maffer -	0	10	6
	A certificate to a captain and commander of a fhip of war of having delivered his journals into the office - -	0	5	0
	A do. to a lieutenant - -	0	2	6
	A do. to a captain and commander of a fhip of war of having delivered his obfervations on coafts and roads - -	0	5	0
	A do. to maffers of fhips of war -	0	2	6
	A do. to a midfhipman of having lodged his original certificate of examination in the office	0	2	6
	A do. to a captain and commander of a fhip of war of his having received a commiffion from their Lordfhips - -	0	2	6

OCCURRENCES AT AND NEAR HOME.*

On the 3d of January a court-martial was held on board the Gladiator in Portfmouth harbour, to try Lieut. Thomas Vanbyfen, of the Sophie, for going forward among the fhip's crew, after a man had been punifhed, and faying publicly in the hearing of the people, "If I was the fhip's company, I would be damned if I would not write againft the captain: I have taken an account of every man that has been flogged fince I have been in the fhip."

The following members compofed the Court.

* Vide Vol. II. Chap. II. No. 592. Lift of fhips employed at home.

Prefident

A. D. 1800

Preſident,
Vice Admiral Sir Charles Cotton, Bart.
Rear Ad. Sir R. Bickerton, Bt. Captain T. Totty.
Captains J. C. Purvis, —— J. Sutton,
—— Charles Stirling, —— R. Grindall,
—— Francis Pickmere, —— D. Fancourt,
—— R. C. Reynolds, —— Charles Boyles,
—— Sir C. Hamilton, —— Edward Riou.

M. Greetham, Judge Advocate.

The charge being proved, the Court adjudged Lieutenant Thomas Vanthyſen, to be diſmiſſed his Majeſty's ſervice, and rendered incapable of ſerving his Majeſty, his heirs, or ſucceſſors.

Lieutenant Harford, firſt of the Arethuſa, was alſo tried on board the Gladiator, on a charge of throwing ſome tea in the face of Lieutenant Aſkew, of the ſame ſhip. The charge being proved, the Court ſentenced Mr. Harford to be diſmiſſed his Majeſty's ſervice.*

On the 2d and 3d, ſeveral veſſels were loſt on the coaſt of Scotland, and on the north coaſt of England in a heavy gale of wind from the S. E.—a great number of ſouls periſhed. The crews of two ſloops, wrecked on the ſands of St. Andrew's, muſt inevitably have ſhared the ſame fate, had it not been for the exertions of Mr. John Honey, a ſtudent of divinity, who, unintimidated by ſeeing ſeveral men almoſt drowned in their attempts to get off, went into the ſea, and, at the imminent hazard of his life, brought the crews in ſafety to the ſhore. The magiſtrates of St. Andrew's, as a teſtimony of the ſenſe they entertained of Mr. Honey's humane and active exertions, preſented him with an hereditary Burgeſs and Guild Ticket.

The number of veſſels of different deſcriptions, which are ſuppoſed to have been wrecked and foundered on the coaſt, is ſuppoſed to amount to at leaſt 100, and that 1500 ſouls periſhed.

On the 10th, a ſingular inſtance of Britiſh ſeamanſhip, valour, and dexterity, occurred in the eſcape of a pilot boat from a French privateer. The veſſel was the Amity,

* The ſhip's company of the Arethuſa held Mr. Harford in ſuch eſtimation, that ſome time previous to this unlucky event, they had preſented him with an elegant ſword, and a caſe of piſtols, finely mounted.

A.D. 1800 belonging to Bembrige, on the look-out for ships. About ten in the morning they discovered a lugger privateer about two miles distance, which they could not perceive before in consequence of the morning being hazy. There being little wind, the enemy was rowing with thirteen oars on each side, and fast approaching: the master of the pilot boat thought it best to leave his vessel immediately, there being no other means of escaping. He and another man, therefore, got into their small boat, and desired James Wallis, the boy, to come also: but he bravely answered, "he would remain by the vessel, whatever might be the consequence. Thus resolved, he gave them his watch, and all the little money he had, which he requested they would give to his father; they promised to perform his request, and immediately left him to his fate, when the privateer was only a quarter of a mile distant. In a few minutes she shot up under his lee quarter, with an intention to grapple the pilot boat; and having fresh way, lowered their main topsails and lug sail; the lad observing their design, just as they were in the act of heaving their grappling irons, put his helm down, and went about, whilst the privateer fired small arms and swivels into her. This manœuvre obliged them to make sail and tack: when they had made all the sail they could, the young man, with great judgment, tacked, and weathered them about the length of the lugger: the privateer having gained his wake, tacked also. The youth continued to tack every time the privateer set her sails, which was repeated sixteen or seventeen times: they likewise constantly fired when near, and particularly when crossing at a distance, never more than thirty yards. After manœuvring in this dexterous manner for above two hours, a fresh breeze happily sprung up: the pilot boat was then on the last tack, and had gained about a cable's length to windward, when she crossed the privateer, which after firing all their swivels and small arms, bore up and left him.

On the same day a court-martial was held on board the Cambridge, in Hamoaze, on Captain Searle, his officers, and crew, for the loss of his Majesty's ship Ethalion, on the Saintes Rocks, on the 25th of December last.

After an impartial investigation of the existing circumstances, the Court most honourably acquitted Capt. Searle, his officers', and ship's company. It appeared that the accident was occasioned by an unusual course of tide, and but little

Ittlewind; that every exertion which ſkill and zeal could effect, was made by Captain Searle, and his officers; and the utmoſt diſcipline and ſubordination was obſerved by the ſhip's company, ſo highly honourable to Britiſh ſeamen in times of danger. A. D. 1800

On the 15th a court-martial was held on board the Glatton, in Yarmouth Roads, to try Lieutenant James Watſon, his ſurviving officers and crew, for the loſs of his Majeſty's gun veſſel the Maſtiff.

The Court was compoſed of the following members:

Preſident,

Vice Admiral Archibald Dickſon.

Captains,

Charles Cobb,	George Hart,
Thomas Bertie,	William Hope,
A. C. Dickſon,	Robert Honeyman.

James Hervey, Eſq. Judge Advocate.

When, after a minute inveſtigation into the cauſe of the loſs of the ſaid veſſel, and examining the ſeveral witneſſes reſpecting the conduct of Lieutenant Watſon, his officers and crew, the Court was of opinion that no blame whatever attached to them; but that after the Maſtiff ſtruck the ground, (which circumſtance was purely accidental, occaſioned by a dead calm enſuing, immediately after the veſſel got round the buoy of the Cockle Sand, and it being ebb tide, ſetting directly upon it, together with a heavy ſwell running, which threw her alſo to leeward,) the conduct of Lieutenant Watſon was truly meritorious, and ſuch as became a ſteady good officer; his efforts were well ſeconded by his officers, and the conduct of the crew highly praiſeworthy, and exhibited ſtrong proofs of good diſcipline, and a juſt ſenſe of due ſubordination. It therefore honourably acquitted Lieutenant Watſon, his ſurviving officers and crew, of being in any wiſe acceſſary to the loſs of the veſſel; but it could not diſmiſs them without ſignifying the high ſenſe it entertained of their very proper conduct on ſo aweful an occaſion.*

On the 21ſt, Captain Thomas Totty, of the Saturn, was tried by a court-martial on board the Gladiator in

* The Lords of the Admiralty gave 150 guineas as a reward to the humane and intrepid exertions of ſome fiſhermen at Winterton, in Norfolk; who, at the riſk of their lives, ſaved upwards of 30 of the crew of the Maſtiff.

A.D. 1800 Portſmouth harbour, for having run on board the Prince at ſea. Nothing appearing to criminate Captain Totty in the leaſt, he was acquitted.

On the 25th, between three and four o'clock in the morning, the Brazen ſloop of war, of 18 guns, commanded by Captain Hanſon,* was driven in a gale of wind on Ave Rocks, near Newhaven, and ſoon afterwards daſhed to pieces by the violence of the waves. The wreck, when it was diſcovered about ſeven in the morning, exhibited a moſt melancholy and diſtreſſing ſcene. Many of the crew who had got on rafts, and on different parts of the ſhip, were ſeen ſtruggling with the contending billows, but in vain, as it was at the time of high water, and when no aſſiſtance could be given from the ſhore. The lieutenant and purſer, who were excellent ſwimmers, ſtripped and attempted to ſave themſelves by that means; but having ſwam till they were exhauſted, they ſunk and were ſeen no more: the whole of the crew, conſiſting of 120 perſons, one only excepted, periſhed. At the ebbing of the tide, the ſhore was covered with dead bodies, which were picked up and put into waggons, ſent from Newhaven for that purpoſe. Jeremiah Hill, the man who was ſaved, preſerved himſelf by the help of a trough, or ſkid, uſed for launching a boat from a ſhip, and was drawn up the cliff by a machine conſtructed for that humane purpoſe. He was ſo much exhauſted, that it was a conſiderable time before he recovered ſufficiently to ſpeak to be underſtood.

On the 5th of February, the Fairy and Harpy ſloops of war, commanded by Captains Horton and Pixley, being on a cruize off St. Malo's, at half paſt ſeven diſcovered a large ſhip running cloſe along ſhore to the weſtward, which they ſoon perceived, by her not anſwering the private ſignal, to be an enemy's frigate. Captain Horton, who was the ſenior officer, not ſeeing any proſpect of bringing her to action, without decoying her off the land; for this purpoſe tacked, which had the deſired effect; the Frenchman immediately gave chace: at one o'clock ſhe arrived within piſtol ſhot of the ſloops, when a cloſe and brisk action commenced, and continued till a quarter before three, when the enemy made ſail. As ſoon as the ſloops had repaired the damage which they had ſuſtained in their rigging, &c. they

* Captain Hanſon was a lieutenant with Captain Vancouver in the Discovery.

went

went in purſuit of the enemy. At four, three ſtrange ſails were diſcovered, which proved to be La Loire, Captain Newman; Danae, Capt. Lord Proby; and Railleur, Captain Turquand, which immediately joined in the chace. The next morning Captain Newman came up with the enemy cloſe in thore under the Seven Iſlands, where ſhe was ſupported by a battery: after an action of two hours and ten minutes, ſhe ſtruck, and proved to be La Pallas national frigate, never before at ſea, mounting 42 guns, and 350 men, on her paſſage to Breſt. A.D. 1809

La Loire had two killed; three midſhipmen and 16 men wounded.

Railleur, two killed, and four wounded.

Fairy, four killed; Captain Horton, the purſer, and ſeven ſeamen wounded.

Harpy, one killed, three wounded.

The Pallas was added to the navy, and called La Pique. Captains Horton and Bazely were ſoon after promoted to poſt rank, for their gallant behaviour.

On the 6th of February the Channel fleet ſailed on a cruize off Breſt, under the command of Admiral Sir Alan Gardner.*

On the 25th, Captain Edward Brace, in the Kangaroo brig ſloop of war, being on a cruize off the coaſt of Ireland, brought to action a French brig privateer, of 18 guns, which, after a warm conteſt of an hour and fifty minutes, made ſail and got off; the Kangaroo was too much crippled in her rigging, &c. to purſue the enemy; ſhe had alſo 44 officers and men away in prizes, ſix unable to attend their quarters, ſix wounded, and four centinels over 78 priſoners on board.

On the 5th of March, the Phœbe, of 36 guns, Captain Robert Barlow, being on a cruize off the coaſt of Ireland, obſerved in the morning a ſhip bearing down upon him, which, on her arriving within muſket ſhot, diſcovered her error, (having miſtaken the Phœbe for an Eaſt-Indiaman,) and hauled her wind, opening at the ſame time a well-directed and ſpirited fire, in hopes to diſable the Phœbe in her rigging, and by that means effect her eſcape; the enemy was, however, ſoon compelled to ſtrike, paying dear for his temerity, having 18 men killed, and 25 wounded.

* Appendix, Chap. II. No. 393.

A.D. 1800 She was the Hereux, mounted with 22 braſs twelve pounders, and 220 men.

The Phœbe had one man killed, and five wounded, two of them mortally.

L'Hereux was purchaſed by government, and added to the navy.

On the 10th of March, the Repulſe, of 64 guns, Captain James Alms, was loſt on the coaſt of France, of which the following are the particulars:

The Repulſe was one of the ſhips belonging to the Channel fleet, but had been detached by Sir Alan Gardner to cruize off the Penmarks, for the purpoſe of intercepting proviſion veſſels going to Breſt. On Sunday the 9th of March, there came on a ſudden and violent gale of wind, and the rolling of the ſhip occaſioned an accident to Captain Alms, who, while ſtanding near the companion ladder, was thrown down it, by which one of his ribs was broken, and he was diſabled from doing any further duty on the deck.

For two or three days the weather had been ſo thick, that it was not poſſible to make any obſervation, and the current had driven the ſhip ſo far out of her reckoning, that about ten o'clock on the night of the 10th, the Repulſe ſtruck on a ſunken rock, ſuppoſed to be the Mace, about 25 leagues S. E. of Uſhant. She was then going about ſix knots an hour. The ſhip continued ſtriking on the rock near three quarters of an hour before ſhe could be brought to wear, and the water ruſhed in ſo faſt, that the lower deck was ſoon flooded. By great exertion the ſhip was kept afloat long enough to be able to approach the coaſt near Quimper; and at half paſt ten o'clock, Captain Alms and the ſhip's company quitted her, and made good a landing on one of the Glenen iſlands, about two miles from the continent. The peaſantry on the iſland gave every aſſiſtance; the captain and officers were made priſoners, and ſent to Quimper, except Mr. Rothery, the firſt lieutenant, Mr. Finn, the maſter, two midſhipmen, and eight ſeamen, who got into the large cutter and arrived at Guernſey on the fourth day after leaving the ſhip, during which time they experienced bad weather, and were at times nearly periſhing.

Early in March Lord Bridport reſumed the command of the Channel fleet, and ſailed from Torbay on the 15th with fifteen

fifteen ſail of the line and four frigates, to join Sir Alan Gardner off Breſt; his Lordſhip was joined off the Sound by three ſail of the line.* A.D. 1800

On the 13th, Lieutenant John Creſſelman, of the Druid, was tried by a court-martial on board the Gladiator in Portſmouth harbour, for abſenting himſelf from the ſhip without leave, at various times, and for drunkenneſs.

The charges being in part proved, the Court adjudged him to be diſmiſſed from his Majeſty's ſervice, and rendered incapable of ever ſerving as a commiſſioned officer again.

On the 15th of March, the Danae frigate, commanded by Captain Lord Proby, being one of the ſhips employed to watch the French fleet in Breſt, was taken poſſeſſion of by part of the ſhip's company, and given up to the enemy. The following are the particulars reſpecting the mutiny:

The Danae, on the 14th of March, had chaſed an armed brig, and her convoy, into Camaret Bay. At nine o'clock at night on the 15th, Jackſon, one of the captains of the fore-top, (a native of Liverpool) being in the maſter's watch, aſſiſted by ſome priſoners, and a part of the ſhip's company, forty-one in number, having been all ſworn to ſecrecy, ruſhed on the quarter-deck, knocked down the maſter, and cut him ſeverely over the head; (this was the ſignal for revolt) they then threw him down the main hatchway, battened down the grating of the hatchways, over which they placed the boats, and filled them with ſhots, by which means the reſt of the crew were prevented from retaking the ſhip; they then pointed ſome guns aft, and fired through the cabin, but hurt no perſon. Lord Proby hearing the noiſe, with his officers attempted to get up the ladder of the quarter-deck, but was ſeverely cut over the head, and all forced into the cabin, and ſentinels placed over them. Jackſon then ſteered for Camaret Bay, came to anchor, and ſent the jolly boat on board La Colombe French national brig, of 18 guns. The lieutenant of La Colombe returned with ſome ſoldiers, and aſked Lord Proby to whom he ſurrendered? he ſpiritedly anſwered, "to the French nation, but not to mutineers." Both veſſels then ſteered for Breſt, where they arrived on the 17th, after being chaced ſeveral hours by the Anſon and

* Appendix, Chap. II. No. 394.

Boadicea

A. D. 1800 Boadicea frigates, the commanders of which were deceived by Jackſon hoiſting the horary and numerical ſignals, they therefore ſuppoſed the Danae was in chace of an enemy. Lord Proby had very fortunately thrown out of the cabin window, and ſunk the box with lead to it which contained all the private ſignals. Lord Proby and the officers were landed at Breſt; but the crew, including the mutineers, were all marched to Dinan priſon, to the aſtoniſhment of the mutineers. Admiral Brueyes, commandant of marine, and all the French officers, behaved with great politeneſs and attention to Lord Proby and his officers, expreſſing their utter deteſtation at the conduct of the mutineers. Captain Jacobe, of the Bellone, of 44 guns, captured off the Raſſes the 11th of October, 1798, by the Melampus, of 36 guns, Captain Moore, acted in a noble manner, as he changed all the officers' Bank of England notes, and gave them Louis d'ors.

Mr. Thomas Hendry, the ſurgeon; Mr. Thomas Mills, the purſer; and Mr. Giles, captain's clerk, were permitted to return to England on their parole.

Jackſon, the principal, was ſecretary to Parker in the mutiny of the year 1797. Some of the mutineers have been ſince taken, tried by a court-martial, and executed.

On the 23d, Admiral Sir Alan Gardner returned from the Channel fleet with ſeven ſail of the line and a frigate to refit.*

On the 25th, Lieutenant Philip Griffin, of his Majeſty's ſhip Reſolution, was diſmiſſed the ſervice by the ſentence of a court-martial, for having detained in his hands the ſum of ten pounds, the property of a ſeaman belonging to the Fury bomb veſſel.

On the 26th, Captain Griffiths, in the Atalante, with the Plover and Terrier hired brigs, being employed off Dunkirk to watch the four French frigates which had been blocked up in the baſon about two years, obſerving on that day the largeſt ſhip come out and anchor in the roads, ſent the French commodore the following ſpirited letter:

"*His Majeſty's Ship Atalante, off Dunkirk,*
"*March* 26, 1800.

"I take the opportunity of a Newport fiſhing boat to ſend you my congratulations on your releaſe from inacti-

* Appendix, Chap. II. No. 307.

vity

vity ſo long at Dunkirk, and to welcome your egreſs thence. A. D. 1800

" The boat affords me a proſpect of communicating to you that I have the honour to be charged with a little ſquadron, (as per margin*) for the purpoſe of watching the motions of yourſelf and conſorts. Your force is reported to me to be 46 guns. Relying on the acknowledged politeneſs of your national character, I have to hope that (as ſuch a ſervice becomes irkſome amid the ſhoals which ſurround you,) you will give us a chance of putting an end to it, by a meeting when you may feel diſpoſed. In this wiſh I am moſt cordially joined by my aſſociates Captain Galway and Lieutenant Donovan. On the honour of a Britiſh officer I promiſe you, that ſhould ſucceſs attend you, you ſhall be at full liberty to take off all you ſhall conquer unmolested; and I expect from the ſame ſource an equal liberty, ſhould ſucceſs attend us. I am ſure I need not point out that common politeneſs requires you ſhould give us an anſwer; and the ſame boat can bring it, my word being paſſed for a free return, either to her, or any other conveyance you may think proper.

" I have the honour to be, Sir,
" Your moſt obedient very humble ſervant,
" A. J. Griffiths.

" *To the Commodore commanding*
" *the French National Fri-*
" *gate in Dunkirk Road.*"

On the 9th of April, the Mayflower privateer, being on a cruize off Cape Pinas, fell in with, and after a brisk action of nearly five hours, captured Le Troiſieme Traiteur, French privateer, of 14 guns and 68 men, three of whom were killed, and 5 wounded; the Mayflower one man killed, and four wounded. She alſo captured the Neptune French privateer, having on board General Des Fourneaux and ſuite, bound to Guadaloupe.

On the 10th of April, a veſſel of a very ſingular conſtruction, projected by Mr. Gower, an officer in the ſer-

* Plover, 18 ſix pounders, and 2 carronades, 12 pounders, 121 men, Captain Edward Galway.
Avalon, 14 carronades, 24 pounders, 2 long ſix pounders, 120 men, Captain William John Griffiths.
Ferret, 14 ſwivel pounders, 46 men, Lieutenant R. Donovan.

vice

A.D. 1800 vice of the East-India Company, was launched from a ſlip at Itchenor, on the Chicheſter river. She was named the Tranſit, and is to carry five maſts.

On the 18th of April, a ſquadron of ſhips of war, *armed en flute*, having on board a large body of troops, ſailed from Torbay to the weſtward, on a ſecret expedition.*

On the 24th, Admiral Lord Bridport having reſigned the command of the Channel fleet, Sir Alan Gardner proceeded to ſea with it, to cruize off Breſt.†

On the 26th, Admiral Earl St. Vincent hoiſted his flag on board the Namur, and ſailed with the reſt of the fleet to join and take the command off Breſt.

On the 5th of May, Lieutenant J. Wright, in the Lady Ann hired armed lugger, on her return to Yarmouth Roads from looking into Fluſhing, fell in with, off Goree, Les Huit Freres, French lugger privateer of 14 guns, which, after a cloſe action of one hour and thirty-five minutes, ſhe compelled to ſtrike.

On the 13th of May, the Seahorſe frigate, Captain Edward James Foote, ſailed for the Mediterranean, having on board the flag of Sir Richard Bickerton, with General Sir Ralph Abercromby, Major Generals Hutchinſon and Moore.

On the 15th, the Marquis of Kildare Liſbon packet was re-captured by Captain Newman, late of the Jane packet, which had been taken by a French privateer. The circumſtances relating to it are as follows:—Captain Newman had been permitted to go to Liſbon with ſome of his people, and on the 29th of April took his paſſage for Falmouth on board the above ſhip. A fortnight after they were taken by a French privateer; the captain, officers, and crew were taken out, leaving five men of the Jane's crew on board, as likewiſe a lady, with her ſick brother and father, and three of the Marquis of Kildare's people, who had hid themſelves; they then put a prize maſter on board, with 17 Frenchmen, and ordered her for Corunna. Three days afterwards being in ſight of the above place, diſtant about eight leagues, Captain Newman found means to poſſeſs himſelf of the captain's piſtols, and one of the Jane's peo-

* Appendix, Chap. II. No. 396.

† Appendix, Chap. II. No. 397.

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ple ſeized his cutlaſs; the others jumped abaft the tiller rope, and got hold of the boarding pikes, when they made a ruſh at the Frenchmen, and drove them off the deck; took poſſeſſion of the ſhip; Captain Newman then gave them the long boat with ſome fruit and wine, and what bread could be ſpared, and turned them adrift eighteen in number. The Marquis of Kildare, after experiencing many difficulties reached St. Ives in Cornwall on the 31ſt of May. A.D. 1800

Early in the month of June, Sir Edward Pellew was ſent by Earl St. Vincent, with a ſquadron of ſhips of war, having on board a detachment of troops, under the command of Major General Maitland,* in order to land and endeavour to aſſiſt the Royaliſts and Chouans in Quiberon bay and the Morbihan. On the 4th, the forts on the ſouth weſt end of Quiberon were ſilenced by the fire from the ſhips of war, a body of troops landed under the command of Major Ramſay, and the forts were deſtroyed; ſeveral veſſels brought off, and ſome ſcuttled, with the loſs of only two men killed and one wounded on board the Cynthia.

On the morning of the 6th, before day light, 300 of the Queen's regiment were landed in the Morbihan, and with the gun launches and naval force under the command of Lieutenant Pinfold, of the Impetueux, brought off two brigs, two ſloops, two gun veſſels, and about 100 priſoners; L'Infolente brig corvette of 18 guns, was boarded with much bravery by Lieutenant Pinfold, who was obliged to burn her with ſeveral other veſſels; the guns on the forts deſtroyed, and magazines blown up. On this ſervice, one ſeaman was killed, and ſome ſlightly wounded.

On the night of the 17th, Sir Edward Pellew and General Maitland had intended to make an attack upon Belliſle; but ſome circumſtances occurred to prevent it, which occaſioned it being poſtponed. The night of the 19th was next fixed on; but on the morning of that day, the general received intelligence, that the forces on the iſland amounted to 7000. With ſuch a ſuperiority on the part of the enemy, it was thought neceſſary to defer the attempt. The Britiſh troops were landed and encamped on the iſland of Houat, from whence they embarked on board the troop ſhips and proceeded for the Mediterranean.

* Appendix, Chap. II. No. 308.

A.D. 1810 On the 12th of June, a cafe of great importance to the fervice was decided in the Court of Common Pleas.

The Queftion was, whether the Junior Admirals in the Fleet had a Right to a part of the third of freight money allowed to the Commander in Chief.

The cauſe was brought on by Sir William Parker, who claimed for himſelf and the junior admirals of the fleet, under Earl St. Vincent, their ſhare of the admirals third of freight money, which he received from Captain John Monro Mansfield, of the Andromache frigate.

The claim of Sir William Parker as plaintiff, was founded on a ſuppoſed uſage of the navy in ſimilar caſes; and Lord St. Vincent had declined acceding to it, he Serjeant Shepherd, who opened the caſe for the plaintiff had no doubt from a conviction that this uſage did not exiſt to that degree, to render the claim legal. There is no particular law on the ſubject, to ſettle the difference of opinion between the parties. It was, therefore, for the jury to determine, from the evidence he would have the honour of laying before them, whether the uſages of the navy were ſo general, on the point of allowing to the junior admirals of a fleet, a ſhare of freight-money, as to entitle him to their verdict?

The firſt witneſs called, was Admiral Wolfeley. He ſtated, that in 1762, he commanded the Alarm frigate, on the Havannah ſtation —That Sir George Pocock was the commander in chief, and that Admiral Keppel ſerved as junior admiral under him—that his ſhip was employed to carry part of the treaſure taken at the Havannah to Jamaica—that he was paid the freight of this treaſure—that he lodged a third of the freight in the hands of Admiral Keppel's agent, in Jamaica, by deſire of Sir George Pocock, who alſo deſired him to ſend Admiral Keppel, then at Jamaica, to receive this third, after deducting his third from it, for Sir George Pocock's agent in London.—Admiral Wolfeley believed the diſtinction to be the reaſon, not any particular agreement between the parties, but of the uſage of the navy.

Lord Graham was next called. He ſtated, that he ſerved under Lord Howe, all the time he commanded on the Weſt India ſtation, from 1776 to 1780, as a junior Admiral, that during that time he had frequently been paid his ſhare of freight money as a junior admiral, that he

thinks

A.D. 1805

ſhare was, when there was only one junior admiral, a third of the third of the commander in chief; but when there was more than one junior admiral, a half of the commander in chief's ſhare was divided amongſt them; that he afterwards had the command in chief on the Mediterranean ſtation upon Lord Hood's coming home in 1794, that there were one or more junior Admirals who ſerved under him, during the time he had the command, and that he always paid them a ſhare of any money ariſing from freight, conceiving it to be their right.

Admiral Caldwell ſtated, that in 1796, he had the command on the Weſt India ſtation; that during that time, he had twice received freight money; that both times he had paid Admiral Thompſon, who ſerved under him, a third of his ſhare of the freight money; and that he would not have done ſo, nor would Admiral Thompſon have received the money, had he on the one hand, not thought that Admiral Thompſon's claim was juſt, and Admiral Thompſon on the other, not thought that he was entitled to it.

Admiral [illegible] ſaid, that he had ſerved from 1796 to 1799, as junior Admiral, under Sir Hyde Parker, on the Weſt India ſtation; that during the firſt four months he was the only junior admiral; and that then he had received a third of the money ariſing from freights; that during the remainder of the time there were two or more junior Admirals, and that then the half of the commander in chief's third was divided among them; and that this happened in more than a dozen inſtances.

Admiral [illegible] ſaid, that he had ſerved in 1794 and 1795, as junior Admiral, under Admiral Harvey, on the Barbadoes ſtation; that during that time he had received from the commander in chief, a ſhare of ſome freight money, but that he did not know what that ſhare was, as he truſted to the known accuracy of Admiral Harvey.

[illegible] O'Brien ſaid, that he commanded the Reſiſtance [illegible] in 1781, on the Weſt India ſtation; that Admiral [illegible] was at that time commander in chief on that ſtation; that Sir Francis Knowles ſerved under him as a [illegible] admiral; that he then brought home ſome money in the Reſiſtance; that he received the freight, and paid, by order of Admiral Gambier, his third of the freight to Meſſrs. Charles Middleton, his banker; that Sir Francis

A. D. 1800 Knowles, on making up his accounts found that he had not been paid his fhare of this freight money, and demanded it from the witneſs; that it was taken from the hands of Sir Charles Middleton, and paid to Sir Francis; and that Admiral Cornbrſ was afterwards informed of this, and made no objection.

Mr. Homer ſaid, that he was agent, and had been for many years, for Lord Duncan; and that he had paid on Lord Duncan's account to Admiral Pringle, who ſerved under him as a junior admiral, ſome freight money; but that ſince that time, Lord Duncan had received a dozen of times freight money, and that he had never paid any of it to junior admirals, though junior admirals were then ſerving under him.

This was the ſubſtance of the evidence, on the part of the plaintiff, to eſtabliſh the uſage.

Mr. Park, the leading counſel for the defendant, agreed, that if this uſage was eſtabliſhed to be the univerſal and invariable uſage of the navy, the plaintiff would be entitled to the verdict of the jury; but he contended, that this evidence had not eſtabliſhed the fact: he made ſome animadverſions on the teſtimony which had been given. Before the year 1762, the exiſtence of [illegible] not preſumed to be proved, and Mr. [illegible] evidence of [illegible] to an individual inſtance, which [illegible] by [illegible] ſaid, be the [illegible] Mr. [illegible] time, was [illegible] Lord Hood, [illegible] upon the [illegible] Lord Hood, [illegible] [illegible] Lord [illegible] [illegible] [illegible]

convinced that the demand was not juſt; of Lord Duncan, who had alſo reſiſted ſuch demands; and of the opinion and practice of Lord Hood, whom he would preſently have the honour of examining; he thought that the uſage though practiſed in ſome caſes, was far from being ſo univerſal as to juſtify the demand of the plaintiff: he would call his witneſſes, and leave it to the jury to determine from the whole of the evidence under the direction of his lordſhip, whether this uſage was proved ſo as to entitle the plaintiff to a verdict? He then called Lord Hood, who ſtated, that he had been ſixty years in the naval ſervice of his country. He had never heard of any claim of junior admirals upon the principle of all the freight money paid to the commander in chief, till after he returned from the command of the Mediterranean fleet in 1794. After that time, his agent informed him that ſome claims had been made by the junior admirals who had ſerved under him, to a ſhare of ſome freight money which he had received when he commanded on that ſtation. He wrote to his agent to diſtribute the ſhares claimed; but upon hearing that Lord St. Vincent and Lord Duncan had reſiſted ſuch claims, he began to make enquiries as to the juſtice of the claims, and in the end demurred to the payment: he had ſerved about a year as junior admiral, under Lord Rodney, in the Weſt Indies, and he himſelf had never received any freight money; and afterwards when Lord Rodney reſigned the command, and when he ſucceeded to it, he had never paid any to junior admirals. While he commanded at that time, on that ſtation, no freight money was received, ſo that it could not be diſtributed, and he never heard of any being received when he ſerved as junior admiral. On the circumſtance being mentioned, Lord Hood remembered that Admiral Cotſby had once retained a ſhare of ſome freight money, while he ſerved as junior admiral under him, in the Mediterranean. A. D. 1800

Lord Hood appealed to Lord Hotham, who had ſerved under him as junior admiral in the Mediterranean, if he had ever paid him a ſhilling of freight money. "I kept it all myſelf," ſaid Lord Hood. "You did my Lord," ſaid Lord Hotham; "but I thought I was entitled to a part of it."

Mr. Allord, agent for Lord St. Vincent, ſaid, that ſince he had been agent for that noble admiral, he had frequently received freight money on his account, before the preſent

A.D. 1800 diſpute aroſe, and that he had never been authorized to pay any ſhare of it to junior admirals, though ſeveral had ſerved under Lord St. Vincent at the time.

Mr. Serjeant Shepherd replied in a very able manner to the arguments of the defendant's counſel. He reviewed the evidence which had been adduced in ſupport of his caſe, ſhewed its inadequacy to invalidate that which he had brought forward to prove the exiſtence of the uſage; ably reconciled the teſtimony of Lord Hood, with that of his own witneſſes: put in a clear and ſtrong point of view the ſubſtance of their evidence, and inſiſted that the reſult of all that had been ſtated was, that the uſage was general in the ſervice of the navy. His whole addreſs to the jury was luminous and animated.

Lord Elden, in his charge to the jury, entered minutely into the details of the evidence, and ſtated it clearly as his opinion, upon the whole that had been adduced, that the uſage was fully eſtabliſhed. If the jury ſhould be of his opinion, they would give their verdict for the plaintiff. But beſides this point of fact, which they had to determine, he ſtated, that there is a point of law reſpecting the conſideration upon which the claims of junior admirals is founded. (Mr. Percival, in his opening for the defendant, and Serjeant Shepherd in his reply, both ſhortly adverted to this.) His lordſhip thought ſuch conſiderations upon ſuch claims as this are founded, ought not to be minutely examined into. If this uſage contributes to the good of the ſervice; this conſideration ought at once to make it legal. If he was wrong in his opinion, he would have an opportunity of being afterwards ſet right by a ſuperior judgment to his.

The jury found for the plaintiff, in 5l. 11s. and a fraction.

On the morning of the 11th of June, Sir John Borlaſe Warren diſpatched the boats of his ſquadron,* under the command of Lieutenants Burke, Jones, Green, Gerrard, Stomp, and Price, to attack, and endeavour to bring out a

Ships.	*Guns.*	*Commanders.*
Renown,	74	{ Rear Admiral Sir J. B. Warren. { Capt. T. Eyles.
Defence,	74	—— Lord H. Powlett.
Hazard,	44	—— T. B. Martin.
Viperie,	32	—— D. Wilkinſon.

A.D. 1800

convoy of the enemy which he had obſerved at anchor, at St. Croix, within the Penmarks. This ſervice they performed in a moſt reſolute and gallant manner, in oppoſition to a heavy battery, three armed veſſels, and a conſtant fire of muſquetry from the ſhore. They brought off the three armed veſſels and eight others laden with ſupplies for the fleet at Breſt; the reſt amounting to twenty ſail, run upon the rocks, and many of them were loſt.

Four men were wounded in the boats.

On the 23d, a more deſperate attack was made by the boats of the ſame ſquadron, on the enemy's veſſels of war and convoy in Quimper River. The attack was made under the immediate directions of Captain Thomas Byron Martin, of the Fiſgard, on board of whoſe ſhip the boats were ordered to rendezvous. At day-light in the morning, they arrived off the entrance of the river, and in order to protect the boats in the execution of this ſervice, the marines were landed in two diviſions, the one on the right bank of the river, under Lieutenant Burke, of the Renown, the other on the left, under Lieutenant Gerrard, of the Fiſgard.

Lieutenant Yorke commanded the boats, and was going with great expedition and good order, to the attack; but finding the enemy had removed to an inacceſſible diſtance up the river,* he immediately landed, ſtormed and blew up a battery, with ſeveral 24 pounders. Two other ſtrong works with their magazines were alſo blown up; the three forts were mounted with ſeven 24 pounders.

On the 17th of June, a court-martial aſſembled on board his Majeſty's ſhip Gladiator, in Portſmouth harbour, compoſed of the following members.

Preſident,
Vice Admiral Sir William Parker, Bt.

Rear Adm. J. Halloway,	Capt. Sir H. Trollope,
Capt. E. Thornborough,	G. Murray,
D. E. Darby,	Fra. Packmore,
Cha. Tyler,	Sir T. Williams,
J. S. Yorke,	Tho. Wolley,
T. Graves,	J. G. Church,

M. Greetham, Eſq. Judge Advocate.

* A frigate of 28 guns, brig of 12 guns, lugger of 16 guns, cutter of 10 guns, and ſeveral ſail of merchant veſſels.

A. D. 1800 Purſuant to an order from the right honourable the lords commiſſioners of the admiralty, directed to the preſident, ſetting forth—That the Right Hon. Capt. Lord Proby, commander of his Majeſty's late ſhip Danae, had acquainted their lordſhips, by his letter of the 18th of March laſt, that about half paſt nine P. M. on the 14th of the ſaid month, when all the officers, except himſelf, the marine officer, and the maſter were in bed, the marine officer came into his cabin to inform him that there was a mutiny upon deck; that he immediately attempted to get up the after hatchway, but it was already guarded by near twenty men, and a cut he received on the head, ſtunned him, ſufficiently to give them time to faſten the hatchways in ſuch a way, that there was no poſſibility of forcing them; that he then muſtered about ſix cutlaſſes, four muſkets, and ſome pocket piſtols, which were diſtributed to the moſt truſt-worthy of about forty men, who were aſleep in their hammocks when the affair took place, and waited in hopes of the mutineers being forced to keep the ſea; but unfortunately the wind changed, and they were able to fetch under fort Conqueſt the next morning. That about two o'clock P. M. a large detachment of French troops came on board; and as there was no longer the moſt diſtant proſpect of doing his country a ſervice by further oppoſition, he ſurrendered.

The court proceeded to inquire into the cauſe and circumſtances of the loſs of his Majeſty's ſhip Danae, and to try Captain Lord Proby, his officers, and ſhip's company, for their conduct upon that occaſion. And having heard the evidence produced and completed the inquiry; and having maturely and deliberately weighed and conſidered the whole; the court is of opinion that the loſs of his Majeſty's late ſhip the Danae, was cauſed by a mutiny of part of the crew, which took place on board her the 14th of March laſt, who obtained poſſeſſion of the ſhip, navigated her to Conqueſt, in France, and delivered her up to French troops. That Captain Lord Proby, her officers, and thoſe of the ſhip's company now preſent, and whoſe names are ſtated in the minutes, made every exertion in their power to quell the mutiny, and preſerve his Majeſty's ſhip Danae; and do'h adjudge them to be acquitted. And the ſaid Captain Lord Proby, his officers, and thoſe of the ſaid ſhip's company now preſent, are hereby honourably acquitted accordingly.

On

A.D. 1800

On the 25th, Vice Admiral Sir William Parker failed in the America, to take the command of his Majefty's fquadron at Halifax.

On the 26th of June, a court-martial was held on board the Gladiator, in Portfmouth harbour, to try Captain James Alms, his officers, and fhip's company, for the lofs of his Majefty's fhip the Repulfe, on the coaft of France. After a thorough inveftigation of the bufinefs, the court was of opinion, that Mr. Rothery, the firft lieutenant, and Mr. Finn, the mafter, had been guilty of difobeying the captain's orders; fentenced them to be difmiffed his Majefty's fervice, and rendered incapable of ever ferving again. That Captain Alms, his other officers, and fhip's company are honourably acquitted.

On the 27th, Mr. William O'Neill, furgeon of the Sparkler gun veffel, was fentenced by a court-martial, to be two years imprifoned in the Marfhalfea, and to forfeit all his pay; for behaving in a mutinous and diforderly manner, difobedience of orders, and for fnapping a piftol at the fentinel when under arreft.

On the 1ft of July, Sir John Borlafe Warren having received information that a fhip war, with a large convoy of the enemy, were lying within the ifland of Noirmoutier, deftined to Breft, with provifions, &c. for the fleet, was determined to attempt the deftruction of thefe veffels; he therefore anchored in the bay of Bourneuf, and directed the boats of the fquadron * to rendezvous on board the Fifgard, and follow the orders of Captain Martin. The enemy's armed veffels and convoy, were lying within the fands in Bourneuf bay, moored in a ftrong pofition of defence, and under the protection of fix heavy batteries, at the fouth eaft part of Noirmoutier, befides flanking guns, on every projecting point. Captain Martin having made a judicious arrangement of the attack, by forming the boats into three divifions, under the directions of Lieutenant Burke, difpatched them from the fhip fome time after dark. At twelve o'clock they refolutely boarded, and after much refiftance and confiderable lofs on the part of the enemy, got

Ships.		*Guns.*	*Commanders.*
Renown,	-	74	Rear Ad. Sir J. B. Warren, Capt. T. Bertie,
Defence,	-	74	— Lord H. Powlett,
Fifgard,	-	44	— T. B. Martin,

A. D. 1800 poſſeſſion of the ſhip of war, four armed veſſels, and fifteen merchantmen, the whole of which were burnt, on finding it impoſſible to bring them out. On the return of the boats, after having performed this eſſential ſervice, they unfortunately took the ground, and in leſs than ten minutes were perfectly dry, by which unlucky circumſtance they became expoſed to a continued fire from the forts, and 400 French ſoldiers formed in the rear; but in oppoſition to this, they determined to attack other veſſels of the enemy, and endeavoured to ſecure one ſufficiently large to receive all the party, which they accompliſhed; and with great intrepidity, exertion, and ſtrength, drew her upwards of two miles over the ſands, until they were up to their necks in water before ſhe would float. Notwithſtanding this bold, perſevering and deſperate enterprize, 4 officers and [illegible] of theſe brave fellows were made priſoners.

A Liſt of the Veſſels taken and burnt by the Boats of his Majeſty's Ships, Renown, Fiſgard, and Defence, the 2d of July 1800, *with the Number of Guns and Men employed on that Service, under the Orders of Captain Martin.*

Armed Veſſels.

Ship la Tereſe, 20 guns; a lugger of 12 guns, two ſchooner gun-boats of ſix guns each, one cutter of ſix guns. Total 50 guns.

Merchant Veſſels.

Fifteen ſail, all laden (as well as the armed veſſels) with flour, corn, proviſions, bale goods, and ſhip timbers, for the fleet at Breſt.

Number of Men employed.

Renown—Three officers, 4 petty officers, 37 ſeamen, and 20 marines.

Fiſgard—Two officers, 2 petty officers, 31 ſeamen, and 13 marines.

Defence—Two officers, 5 petty officers, 45 ſeamen, and 28 marines.

Total

Total—Seven officers, 11 petty officers, 113 ſeamen, 61 marines. A.D. 1800

Number of Men who forced a Retreat.

Renown, 28; Fifgard, 46; Defence, 26—Total 100.

Number of Men taken Priſoners.

Renown—One officer, 1 petty officer, 21 ſeamen, and 13 marines.—Total 36.

Fifgard—Two ſeamen.

Defence—Three petty officers, 30 ſeamen, and 21 marines.—Total 54.

Total—One officer, 4 petty officers, 53 ſeamen, and 34 marines.

Officers Names Employed.

Renown—Lieutenant Burke, Thompſon and Ballinghall, marines, (wounded and priſoners).

Fifgard—Lieutenants Dean and Gerrard, marines.

Defence—Lieutenants Garret and Hatton, marines.

On the 2d of July, Lieutenant William Walker, commanding the Sparkler gun veſſel, was diſmiſſed the ſervice, by the ſentence of a court-martial, on a charge of having repeatedly anſwered at the time of muſter, for men who ran away from the boat, and ſaid they were on liberty; and alſo for having anſwered for his own child, aged one year, rated A. B. and ſaid he was on ſhore on duty; and for having ſent one of the ſhip's company (then on board) aſſuming the name of William Walker, his ſon, and received five pounds bounty at Portſmouth; and for having ſhortened the freſh proviſions from the ſhip's company, and drew it on ſhore for the uſe of his own table; and ſent ſalt herrings on board, which he vended to the crew without a vegetable of any ſpecie, and that he alſo drew the full proviſions for fifty men, that complement not being complete.

On the night of the 9th of July, the ſquadron of frigates, fire-ſhips, &c. under the command of Captain Henry Inman, of the Andromeda, made an attempt to take or deſtroy

A.D. 1800 deſtroy the French frigates in Dunkirk Roads.* The Dart ſloop of war, commanded by Captain Patrick Campbell, ſtood in, in the moſt gallant manner, and with intrepid bravery [illegible], and [illegible] after a deſperate reſiſtance, [illegible] and [illegible]. The firſt [illegible] followed; but [illegible] the enemy diſcovered them [illegible], [illegible] cables, and ſtood down the [illegible]. At [illegible] morning they regained [illegible] without our ſhips being able to moleſt or [illegible]. The loſs ſuſtained in this attack, was one [illegible] killed on board the Dart, Lieutenant James [illegible] dangerously wounded, and 15 men; Comet, two wounded; Biter, two wounded; Ann cutter, one wounded; Kent cutter, one wounded.

Several of the French officers and men who were taken on board the Déſirée, being very badly wounded, Captain Inman ſent them the next morning into Dunkirk with the following letter to the French commodore:

"*Andromeda, off Dunkirk, July* 8, 1800.

"Sir,

"Motives of humanity have induced me to ſend one of His Britannic Majeſty's cutters, under my command, with ſome unfortunate wounded officers and men of La Déſirée.

* BRITISH FORCE.

Ships.	Guns.	Commanders.	Cutters, &c.
Andromeda -	32	H. Inman.	Boxer - Lt. Gilbert.
Dart -	20	J. Molnwaring.	Teaser - — Robins.
Nimrod -	28	T. Baker.	Biter - — Norman.
Dart -	30	P. Campbell.	Sting - — Humphreys.
Wasp (F. V.)	16	J. Edwards.	Nile - — Whitehead.
Falcon (F. V.)	14	H. S. Brett	Ann - — Young.
Comet (Cowle)	14	T. Lear.	Kent - — Corbin.
Rover (F. V.)	14	J. Carthew.	Vigilant - — Dean
Sally -	22	R. Williams.	

FRENCH FORCE.

	Guns.	
[illegible] -	40	Commodore
[illegible] -	36	
[illegible] -	24	
[illegible] -	16	[illegible]

The three [illegible] and 24 pounders on the main deck, the [illegible]

* A [illegible]

" I truſt the flag of truce will be permitted to return without loſs of time, and that you will have the goodneſs to tranſmit me, by the ſame conveyance, a proper receipt, acknowledging their parole, which their wounds will not ſuffer them at preſent to give me without conſiderable delay, that might be of ſerious conſequence to them. A.D. 1800

" I am, Sir,

" Your moſt obedient humble ſervant,

" HENRY INMAN.

" *To the Commanding Officer*
" *of the French Squadron*
" *in Dunkirk Roads.*"

To which the French Commodore replied,

" *Dunkirk, 19th Meſſidor, 8th Year*
" *of the Republic.*

" Sir,

" I thank you in the name of my unfortunate wounded countrymen, for your conduct towards them.

" Your letter was given me by the Engliſh officer who brings this back.

" You will find enclofed the liſt of the French officers and ſeamen he has landed, with the receipt, which will, in the exchange of priſoners, account for men to your government.

" I have the honor to be, Sir,

" Commodore GASTAGNIER.

" *To Captain* INMAN, *commanding*
" *the Engliſh Squadron off Dun-*
" *kirk.*"

Captain Campbell was promoted to poſt rank, for his gallant conduct in cutting out La Deſirée, and appointed to command the Ariadne.

Captain Inman was given the command of La Deſirée.

On the 12th of July, the ceremony of laying the firſt ſtone of the wet docks at the Iſle of Dogs, was performed by the Right Honourable Lord Loughborough, Lord Chancellor; the Right Honourable William Pitt, firſt Lord Commiſſioner of the Treaſury, and Chancellor of the Exchequer; George Hibbert, Eſq. the chairman, and Robert Milligan, Eſq. the deputy chairman, of the Weſt-India Dock Company. The ſtone was prepared with two

recefſes,

A.D. 1800 receſſes, each to contain a bottle, in one of which was depoſited the ſeveral coins, (gold, ſilver, and copper,) of his preſent Majeſty's reign; and in the other an appropriate inſcription in Engliſh and Latin.

On the night of the 29th of July, one of the moſt deſperate and heroic exploits was undertaken by Mr. Jeremiah Coghlan, acting lieutenant, commanding the Viper cutter, that has been hitherto recorded.

This gallant young man, when watching port Louis, thought he could ſucceed in boarding ſome of the enemy's cutters and gun-veſſels, which he had obſerved moving about the entrance of that harbour; and for this purpoſe, he intreated Sir Edward Pellew, of the Impetueux, who was ſtationed off this port, to let him have a ten oared cutter, with twelve volunteers, which being granted, he, with Mr. Silas Padden, midſhipman, and ſix of his men, making in all 20, accompanied by his own boat, and one from the Amethyſt, determined to board a gun brig, mounting three long 24 pounders, and four ſix pounders, full of men, moored with ſprings on her cables, in a naval port of difficult acceſs, within piſtol ſhot of three batteries, ſurrounded by ſeveral armed craft, and not a mile from a 74, bearing an admiral's flag, and two frigates. Undiſmayed by ſuch formidable appearances, the early diſcovery of his approach, (for the enemy were at quarters,) and the two other boats at a conſiderable diſtance, Mr. Coghlan bravely determined to attack alone, and boarded the brig on the quarter; but unfortunately, in the dark, jumping into a trawl net hung up to dry, he was pierced through the thigh with a pike, and ſeveral of his men hurt, and all knocked back into the boat.

Unchecked in ardour, they hauled the boat further ahead, again boarded, and maintained againſt 87 men, 16 of whom were ſoldiers, an obſtinate conflict, killing ſix, and wounding 20, among whom was every officer belonging to her. Mr. Coghlan's bravery was at length crowned with ſucceſs, bringing off his prize from under the fire of the batteries, and ſeveral ſmall armed veſſels which lay around her. This daring enterprize was executed with the loſs of only one man killed, and eight wounded, including Mr. Coghlan and Mr. Padden, who was wounded in ſix places; he was knocked, with ſeveral of his party, over-

board,

board, and twice beat into the boat, notwithſtanding they returned to the charge with unabated courage. A.D. 1800

The brig was Le Cerbere, commanded by a Lieut. de Vaiſſeau. The ſquadron, to mark their admiration of ſuch diſtinguiſhed and determined bravery, gave her up as a prize to the conquerors.

Earl St. Vincent was ſo much pleaſed with the intrepid courage of Mr. Coghlan, that he preſented him with a handſome ſword.

Captain James Wallis, who returned from Jamaica commander of the Brunſwick, charged with the convoy which arrived on the 15th of July: ſoon after his arrival, received the following handſome letter from General Le Veaux, whom he brought home a paſſenger, and priſoner of war.

"STEPHEN LA VEAUX, General of Diviſion, to Captain WALLIS, Commander of the Brunſwick.

"*Portſmouth, on board the Brunſwick, Auguſt* 1, 1800.

"Captain,

"Gratitude is a debt incumbent on all to render: receive then that which my ſon, which Ormancin, and myſelf, wiſh to offer with a ſenſibility equal to what we feel, for all the obligations we lie under to you. The delicacy of your conduct ſo much alleviated our ſituation, as, at times, to make us forget that we were your priſoners. You are a father and a huſband! and therefore feel already the joy I have in view, to behold again a wife and two beloved daughters. It ſhall be in the union of this dear family, that we will repeat all we owe to you for ſuch happineſs.

"We will inceſſantly recall your humanity, your actions, your virtues, and the love which you poſſeſs for your country! Like you, we regard our own; and you have had the generoſity to allow of us to ſpeak of it before you. Nations may declare war, but wiſe and virtuous men will always eſteem each other.

Receive, Captain, the ſentiments with which we three have the honour to remain.

"STE. LA VEAUX.
"ORMANCIN,
"LA VEAUX FILS."

Cir-

A.D. 1800 On the 19th of Auguſt, the boats of the Wolverene, with thoſe of the Sparkler and Force gun brigs, deſtroyed two veſſels in the bay of Grand Canip, which had taken ſhelter under the batteries, which, with about 200 ſoldiers on the beach, kept up a conſtant fire upon them. Three men were wounded, and four of the enemy killed.

On the 25th, the ſquadron under the command of Sir John Borlaſe Warren, with the ſhips armed en flute, having on board a large body of troops, arrived off the Bay of Playa de Dominos, near Ferrol.* General Sir James Pulteney having deſired that the troops might be diſembarked, Sir John Warren directed Sir Edward Pellew to ſuperintend that ſervice, aſſiſted by Captains Hood, Dalrymple, Fyffe, and Stackpoole, with Captains Guian, Searle, and Young, which was ably performed on the ſame night, in the above-mentioned bay, after a fort of eight 24 pounders had been ſilenced by the fire of the Impetueux, Brilliant, Cynthia, and St. Vincent gun boats; the whole army were on ſhore without the loſs of a man, together with ſixteen field pieces, attended by ſeamen from the men of war, to carry ſcaling ladders, and to get the guns to the heights above Ferrol. Immediately the troops landed, they aſcended a ridge of hills adjoining to the bay. Juſt as they had gained the ſummit, the rifle corps fell in with a part of the enemy, which they drove back; Lieut. Colonel Stewart, who commanded this corps, was wounded. At day break on the morning of the 26th, a conſiderable body of the enemy was repulſed by the brigade under the command of Major General the Earl of Cavan, ſupported by ſome other troops: this advantage gave the Britiſh the complete and undiſturbed poſſeſſion of the heights which overlook the town and harbour of Ferrol; but not without ſome loſs, chiefly owing to the ſteep and rocky ground the troops had to march over. Sixteen were killed, Lieutenant Colonel Stewart; Captain Hamilton, of the 27th; Captain Trevors, of the 79th; Lieutenant Edmonſtone, of the 2d battalion of the Royals; and Captain Torrens, of the 1ſt battalion of the 52d, (who died of his wounds) and 63 rank and file wounded.

On the ſame evening the General informed Sir J. Warren, that from the ſtrength of the country, and the enemy's works, no further operations could be carried on, and that

* Appendix, Chap. II. No. 399.

it was his intention to re-embark the troops; which service A.D.
was accomplished with great order and regularity by one 1800
day-break on the 27th, when the squadron proceeded to sea, and the next day arrived off Vigo.

EXPEDITION AGAINST FERROL.

"*Saint Ildefonso, Sept.* 1.

"*Summary of a Dispatch from Citizen Alquier, Ambassador of the French Republic at Madrid.*

"Citizen Minister,

"I hasten to send you the official details of a brilliant victory gained by the Spanish troops over 15,000 English who landed between Corogne and Ferrol. It is an affair extremely glorious, for it is a fact that there were opposed to the enemy only 4000 men, composed of land and sea forces, which were despicable, and some militia. The gun-boats have effected wonders. A floating battery of eight pieces of 24 pounders, was begun and finished in five hours. The English, notwithstanding their superiority of numbers, have been obliged to re-embark in disorder, after having a great many killed, and very many wounded, besides experiencing a considerable loss in prisoners. It was their intention to surprize and burn Ferrol, to possess themselves of the six armed ships ready to sail from the port, and to destroy those not yet in a state to put to sea. Spanish bravery has completely frustrated that enterprize. Such an enterprize was not free from temerity."

Translation of the Extraordinary Gazette of Madrid.

"By extraordinary couriers, whom the general commanding [illegible] dispatched, of the dates of the 26th, 27th, and 28th, the [illegible] of the troops of the [illegible] to the [illegible] by the [illegible] of Ferrol, [illegible] the 25th, [illegible] the [illegible] Vigo [illegible] a formidable [illegible] the [illegible] Frigate. [illegible] [illegible] [illegible]

A.D. 1800 convoy ſailed along towards the ſouth with a light wind until an hour after mid-day, when finding themſelves north-weſt, at a diſtance of two or three miles, they ſteered an eaſtern direction, and came along from north to ſouth, between the low ſhore of Doninos and that of Los Rios. They ſhewed by their manœuvres, that it was their intention to make a landing of troops on the above ſhore of Doninos. The enemy's ſquadron was then perceived to conſiſt of ten men of war, of which four were three deckers, ſeven frigates, ſeven by-landers, and other tranſports.

"At four in the evening, the hoſtile ſquadron and convoy caſt anchor in the bay. Their firſt diſpoſition was to ſend ten boats with troops for the purpoſe of landing, in which they ſucceeded without oppoſition, under the protection of two by-landers and a frigate, the fire of which commanded the battery ſituate in that place, without its having been poſſible for the ſmall detachment which was there, to act any other part than retire in haſte. They then proceeded to land two field pieces and the remainder of the force, which inſtantly marched to gain poſſeſſion of the heights.

"The commandant general of the department, informed of theſe circumſtances by the different advices received the ſame day from the watch of Monte Ventoſo, and having no doubt with reſpect to the intentions of the enemy, immediately made a report to the commandant general of the kingdom of Galicia, Count Donadio, commander of the flying camps, and to the governor of the place, in order that they might co-operate efficaciouſly for its defence and that of the arſenal, which was evidently the object againſt which the enterprize of the enemy was directed.

"In conſequence, the commandant loſt no time to furniſh all the ſuccours which he could diſpoſe of, after having covered the poſts of the marine, and made all the diſpoſitions which ſuch critical circumſtances required, already determined in the plan of defence, adopted by miniſtry conformable to the order of the council of war in 1797, at which Don Felix de Tejada, the captain general of the ſaid department, preſided.

"The ſquadron commanded by the Lieutenant General Don Joachim Moreno, landed 500 men, endeavouring, at the ſame time, to take the moſt favourable poſition. After having taken all theſe meaſures to arreſt the progreſs of the enemy, and given orders [illegible] the workmen and labourers

bourers of every deſcription ſhould aſſemble in the arſenal, A.
to be there armed, and ready to proceed where their aſ-
ſiſtance might be neceſſary; in fine, after having taken
other proper meaſures, in concert with the Commandant
General of the ſquadron, Don Franciſco Melgarejo, Com-
mandant *per interim* of the department, diſpatched, at nine
o'clock at night, a courier extraordinary to inform his ma-
jeſty of every thing which had taken place up to that mo-
ment.

"The firſt movement of the enemy was to take poſſeſſion of the heights of Brion and Balon, which command the port and the place, but the detachment of 500 men of the ſquadron arrived time enough to diſpute their paſſage. It fought with fury and ſucceſs, and arreſted the march of the Engliſh, notwithſtanding its ſmall number and the conſiderable force of the enemy. During the engagement, it effected a junction with the other corps of the army and marine which had taken their poſition upon the heights of Brion, under the command of Field Marſhal Count Donadio, this point being the moſt advantageous for repulſing the enemy.

"In the night of the 25th the workmen and labourers were armed, and made to occupy the coaſt. Meaſures were taken for the equipment of boats and other veſſels furniſhed by the ſquadron, in which were ſent to all the forts the ſuccours moſt urgent, drawn from the magazine and ſquadron, for the ſupply of all the poſts on the land and the gun-boats. The commandant general alſo ordered, that as much proviſions as circumſtances would permit, ſhould be drawn from Grana, and transferred to the arſenal. Enough was taken from thence for the ſubſiſtence of the land and marine forces, and every thing neceſſary was alſo ſent to the governor of the place, and the commandant of the flying camps.

"The night of the 25th paſſed without any remarkable event, but on the following morning our troops poſted on the heights of Brion were attacked by the enemy with very ſuperior force. We did not flatter ourſelves with the hope of keeping this poſt, but it appeared neceſſary to diſguſt the enemy, by impoſing upon him the neceſſity of fighting at every ſtep. The engagement was lively and obſtinate; the enemy had artillery, we had none; he was encreaſing his forces at a point where there were already 8000 men. We fought hand to hand, and gave General Melgarejo time to

A. D. 1800 bring up a floating battery of eight twenty-four pounders, from which an unexpected fire did great mischief among the enemy.

"The captain of a frigate, Don Antonio de Pilos, commanded this battery and the brigantine Vivo. The gunboats on their side acted with the greatest success. The captain of the marine gave orders necessary to derange the projects of the enemy, and at the same time took measures to procure the assistance of the artillery drawn from the vessel St. Ferdinand, and to transport all the powder to a magazine on the opposite side, after having distributed what was necessary for the service of the moment.

"The commandant general, *ad interim*, of the kingdom of Galicia, Don Francois de Negrette, reinforced the garrison of the place with a battalion of the African regiment, and with another of the volunteers of Arragon, so that the garrison amounted to 3000 men, and was supplied with provisions and ammunition.

"The same day another body of the enemy proceeded to attack the castle of St. Philip; but this attempt was unsuccessful. Tired out with so much resistance, he renounced his projects, and about four o'clock in the afternoon he withdrew towards the place of debarkation.

"Count Donadio spent the whole night before the gate of Canado, upon which it was presumed an attack might be made, although all our intelligence confirmed the retreat of the English, and their junction at the lagune of Doninos.

"In such circumstances the commandant general of the department dispatched a second courier extraordinary at nine in the evening; and by one on the following day he confirmed the embarkation of all the enemy's troops at one o'clock in the morning.

"They set fire to the woods and houses on the coast, took the watch tower of Monte Ventoso, and drove away all the cattle they could.

"Limiting their successes to these disorders, the fleet and convoy set sail.

"By the declaration of a French sailor who was a prisoner on board the enemy's ships, but contrived to escape, we learn that the expedition consisted of six ships of war, of which three were three deckers, five frigates, several smaller vessels

veſſels of war, and about 70 tranſports, and had on board about 15,000 men for diſembarkation. A.D. 1800

"The ſame priſoner adds, that the motive of the enemy's unexpected retreat was the ſtrong reſiſtance his attempt had met with, notwithſtanding his great ſuperiority; that he loſt 1000 killed, among which were a lieutenant general and a colonel, and had 800 wounded; that it was his plan to take the caſtle of St. Philip, and afterwards to attack this place, to bring his fleet into the port, and to take poſſeſſion of the Spaniſh veſſels which were in it; but, that ſeeing the brave defence made by the fort, and the lively and well-directed fire of the gun-boats which defended it, he determined upon a retreat. This he commenced at two in the afternoon, in the greateſt diſorder, and under conſtant dread of attack. The ſame perſon adds, that according to what he had heard, the enemy expected the arrival of another more conſiderable convoy, which was preparing in the Engliſh ports with the ſame object in view. In the actions on the evening of the 25th, and the morning of the 26th, we had 75 wounded in the different corps, and in the marine; and a Lieutenant de Vaiſſeau, Don Aug. Matieto, and an enſign of a frigate, Don Miguel Godoi, who conducted himſelf with great bravery, are dead.

"The commandant general of the department has in a particular manner praiſed the activity, intelligence, and bravery with which the field marſhal Count Donadio directed all the operations of the defence in that part which was entruſted to him. He alſo praiſes the conduct and meaſures of the governor of the place, the promptitude and zeal with which the commandant general *ad interim* of the kingdom of Galicia came to the aſſiſtance of the department, with the troops he brought from Corunna; in fine, he ſpeaks in the handſomeſt terms of the intrepidity of the officers and troops, both by land and ſea, and of the waggoners, workmen, and labourers in the arſenal, who have all equally concurred in repelling the enemy, without fearing his ſuperiority.

"His majeſty has learnt theſe events with the moſt lively ſatisfaction, and is anxious to expreſs to Don Franciſco Melgarejo, how much he is gratified with his conduct, and with the wiſe diſpoſitions which he made. His majeſty is equally pleaſed with the good conduct of the commandant general of the kingdom, with that of Don Juan Moreno,

A. D. 1800 and the other general officers, with the troops and individuals of the navy, who have all concurred with fimilar zeal and difregard of danger, to repulfe the enemy.

" The king does the fame juftice to the chiefs, officers, and troops of the army under the orders of field mareſchal Donadio, reſerving the recompence due both to the one and the other, till he ſhall receive more circumſtantial relations.

" In the mean time his majeſty has thought proper to order that there be granted, by way of gratification, two months pay or appointments to ſuch ſoldiers, ſailors, workmen, and all others as have contributed to repel the enemy."

On the night of the 29th of Auguſt, the boats of the ſquadron, under the command of Sir John Borlaſe Warren, placed under the directions of Lieutenant Burke, attacked with the greateſt bravery a French privateer, moored cloſe to the batteries in Vigo Bay. Her commander, reſolved to defend his ſhip, had laid over the hatches to prevent his people giving way, and, to ſhew that they were prepared, cheered as the boats advanced: notwithſtanding this determined oppoſition, they reſolutely boarded and carried her in 15 minutes, after a deſperate reſiſtance, with the loſs of 25 men killed, and 40 wounded, amongſt the number her commander mortally. The loſs ſuſtained on our part was four killed; Lieutenants Henry Burke, of the Renown; John Henry Holmes and James Nenne, of the Courageux, with 17 men wounded.

On the 2d of September Mr. George Hudſon, ſurgeon of his majeſty's ſloop Beaver, was tried by a court-martial, held on board the Gladiator in Portſmouth harbour, on a charge of ſtriking and uſing reproachful language to Lieutenant Symons of the ſaid ſhip.

The charge having been proved, Mr. George Hudſon was ſentenced to ſuffer death. But the court being fully convinced that the offence proceeded from an error in judgment, by the contrition he repeatedly exhibited as ſoon as he was aware of the ſame, and by his very earneſt deſire to make atonement for the offence, the court did, in the moſt earneſt and impreſſive manner, recommend the ſaid George Hudſon for mercy.

He accordingly received his majeſty's moſt gracious pardon.

Inſtitution of the order. In conſequence of a letter from Mr. Addington, the Treaſury, to the Commiſſioners of the Trans-

port and Victualling Boards, desiring their opinion as to the propriety of purchasing Mr. Dudman's dock at Deptford, for the purpose of promoting œconomy and dispatch in those services; Sir Andrew Snape Hammond, Bart. Comptroller of the Navy; George Marsh, Esq. Commissioner of the Navy; and Rupert George, Esq. Commissioner of the Transport Board, visited and examined the premises, and after very mature deliberation were of opinion the purchase would be extremely beneficial to the public, by the dispatch as well as œconomy it would promote in the execution of the Transport and Victualling services in the river Thames. They stated several sound and well-digested reasons of the utility of making this purchase. A.D. 1800

On the 11th Lieutenant E. H. Clarke, of his majesty's ship Alliance, was dismissed the service by the sentence of a court-martial, and rendered incapable of serving in any capacity whatever in the royal navy, for having absented himself without leave.

On the 16th Lieutenant Pacey, of the Beaver, was dismissed his ship, and put at the bottom of the list, for disobedience of orders.

On the 25th the Hound sloop of war, Captain Turquand, was driven on shore in a heavy gale of wind on the coast of Scotland, and the whole crew perished.

On the 12th of October the boats of the Montague and Magnificent, under the directions of Lieutenants Byfett, Knight, Dunlop, and Griffiths, with much bravery cut out 11 sail of sloops, brigs, &c. which had taken refuge under the batteries in the port of Danenne, on the coast of France, with the loss of only one man killed, and two wounded.

On the 21st the boats of the Excellent cut out of Abervrack three ships, laden with provisions for the fleet at Brest. One man was mortally wounded.

Between the 21st and 26th the boats of the Montague took and destroyed eight vessels, of different descriptions, off Port Louis and Noirmoutier. In performing this service, one man was killed, and four wounded.

On the 23d the Indefatigable and Fisgard came up with and captured, without resistance, the Venus French national frigate, of 32 guns, and 250 men, from Rochfort, bound to Senegal.

On the 26th Lieutenant James Ryder, of his majesty's ship Zealand, was tried by a court-martial, held on board

A. D. 1800 the Shannon at Sheerneſs, and ſentenced to be diſmiſſed the ſervice, on a charge fully proved of abſenting himſelf from his ſhip without leave.

In this month his Royal Highneſs the Duke of Clarence was preſented with the freedom of Liverpool, in a box made of royal oak, highly poliſhed, inlaid and lined with gold, as a teſtimony of his great parliamentary ſervices in the important queſtion relative to the African ſlave trade.

On the night of the 4th of November the Marlborough, of 74 guns, Captain Thomas Sotheby, cruizing in company with the Captain, commanded by Sir Richard Strachan, ſtruck on a ledge of rocks near iſle Giouat, on which ſhe hung for ſeveral hours, but by great exertions, and throwing ſeveral of her guns and heavy ſtores overboard, was got off, and cleared the reef on which ſhe had ſtruck. The ſhip was found to have received ſo much damage, that even after the maſts were cut away, and the remainder of the guns, &c. thrown overboard, the water gained on them ſo faſt as to make it neceſſary to leave her to her fate. The crew, all of whom were ſaved, were taken on board the Captain, and a Dane, which was in ſight; and the Marlborough ſoon after ſunk at her anchors.

On the 6th Rear Admiral Lord Nelſon arrived at Yarmouth in one of the packets, having returned to England by the way of Germany. His lordſhip was preſented with the freedom of the town.

On the 18th of November the boats of the ſquadron under Sir Richard Strachan deſtroyed a French corvette of 20 guns, which had taken ſhelter under the protection of the batteries at Port Navale. This ſervice was executed with much judgment and bravery by Lieutenants Hamilh, Clyde, Clarke, Skottowe, and Redney, with the loſs of one man killed, and ſeven wounded.

Early in the morning on the 13th the Milbrook ſchooner, of 18 guns, and 45 men, commanded by Lieutenant Mathew Smith, being off Oporto with two brigs of the Newfoundland convoy under his protection, fell in with a French privateer ſhip, of 36 guns; Lieutenant Smith at this time obſerved ſeveral other veſſels in the offing, which he had reaſon to ſuppoſe was a part alſo of the above convoy.

The vaſt ſuperiority of the enemy's force did not operate on the gallant ſpirit of Lieutenant Smith, whoſe principal object was the preſervation of his convoy; he therefore

gave

came to the reſolution of giving the enemy battle, and in order to give his convoy a more favourable opportunity to eſcape, he made ſail to cloſe with her. A.D. 1800

It being nearly calm, it was eight or nine o'clock before the Milbrooke arrived within ſhot of her antagoniſt, when a ſpirited action commenced, and was maintained with great bravery until near ten o'clock, when the enemy's colours appeared to be ſtruck; but the Milbrooke at this time having ten of her guns diſabled, the maſts, yards, ſails, and rigging much wounded and cut to pieces, Lieutenant Smith could not prevent the enemy from taking advantage of a breeze ſpringing up, and with the aſſiſtance of his ſweeps to get off.

In this unequal conteſt the Milbrooke had only ten wounded; amongſt them were Mr. Thomas Fletcher, the maſter, and Mr. J. Parſton, ſurgeon's mate.

The enemy's veſſel, which proved to be La Bellone, of 36 guns, and 320 men, put into Vigo, with the loſs, it was ſaid, of 20 men killed, the firſt and ſecond captains, and 45 wounded.

Lieutenant Matthew Smith was promoted on the 16th of February, 1801, to the rank of maſter and commander, for his judicious and gallant behaviour in the above action.

On the 3d of December a court of enquiry was held at Plymouth on Lieutenant Carpenter, of his Majeſty's brig Flora, which by ſome accident when at anchor in Hamoaze, on the night of the 20th of November, drifted on ſhore on the rocks between Mount Wiſe and the old gun wharf; ſhe afterwards ſwung off, and overſet on her beam ends.

The court, after taking the exiſting circumſtances of the caſe into their ſerious conſideration, did not attach blame perſonally to Lieutenant Carpenter: he was therefore honourably acquitted.

On the 5th Captain Sir Home Popham ſailed with a ſmall ſquadron for the Eaſt Indies.*

From the 6th to the 11th of December the Nile and Lurcher cutters captured and deſtroyed nine ſail of veſſels, laden with wine for the French fleet.

* *Ships.*	*Guns.*	*Commanders.*
Romney	50	Captain Sir H. R. Popham.
Senſible	36	R. Saure.
Sheerneſs (A. en flute)	44	J. S. Carden.
Wilhelmena (ditto)	36	J. Lind.

A.D. 1800 On the 8th, a court-martial was held on board his Majeſty's ſhip Princeſs of Orange, in Yarmouth Roads, for the trial of Captain Hopper of the marines, ſerving on board his Majeſty's ſhip Ardent, on a charge brought againſt him by Captain Thomas Bertie of that ſhip, for contemptuous language.

Preſident.

Charles Cobb, Eſq.

Members,

James R. Moſſe,	C. Reynolds,
Geo. Hart,	Cha. Bayles,
John Lawford,	A. C. Dickſon.

The court proceeded to inquire into a charge exhibited by the Right Hon. the Lords Commiſſioners of the Admiralty, againſt Captain Thomas Hopper, of the marines, belonging to his Majeſty's ſhip Ardent, for contemptuous language contained in a letter, dated the 26th November, 1800, addreſſed to Thomas Bertie, Eſq. Captain of his Majeſty's ſhip Ardent, to try him for the ſame. And the court having heard the evidence, and the priſoner's defence, and maturely and ſeriouſly conſidered the whole, are of opinion, that the contemptuous language affixed to in the aforeſaid letter, was not meant for Captain Bertie, but for Lieutenant Marice, of the marines, as it appeared by the evidence produced. The court therefore acquit Captain Hopper of any intent of conveying any diſreſpectful or contemptuous language to Captain Bertie, his captain, and he is hereby acquitted accordingly.

On the 10th, Lieutenant Delyel, of his Majeſty's ſhip Formidable, was diſmiſſed from his Majeſty's ſervice, by the ſentence of a court-martial, on a charge proved of his having ſpoken very diſreſpectfully of his captain.

The ſmall ſquadron which was under the orders of Sir Richard John Strachan, cruizing off Quiberon and the coaſt of France, to intercept any ſupplies getting along ſhore to the French fleet at Breſt, was very active and ſucceſsful.

Occurrences

A.D.
1800

Occurrences relative to the Armed Neutrality, and Rupture with the Northern States.

On the 25th of July, a ſquadron * of his Majeſty's frigates being off Oſtend, at ſix in the evening fell in with the Freya, Daniſh frigate, having under her convoy, two ſhips, two brigs and two galliots. Captain Baker, who was the ſenior officer in the Nemeſis, hailed her, and ſaid he would ſend his boat on board the convoy. The Daniſh captain replied, that if he attempted it he would fire into the boat. The Nemeſis's boat was then lowered down, with a midſhipman and four men in her, ready to go on board the convoy: the Daniſh frigate immediately fired a ſhot, which raking the boat, ſtruck the Nemeſis, and killed one man. The Nemeſis immediately gave the Dane a broadſide; a moſt ſpirited action enſued, and laſted about twenty minutes, when the Dane being much cripped, ſtruck his colours. The frigate and convoy were carried into the Downs.

The Dane had 8 men killed, and ſeveral wounded; the Nemeſis and Arrow, each, two killed, with ſeveral wounded.

Copenhagen, Auguſt 19.

Daniſh Account of the Detention of the Freya, and Convoy.

The following is the official report of Captain Krabbe, relative to the engagement with an Engliſh frigate on the 25th of laſt month:

"Captain Krabbe, who commands the frigate, Freya, has informed the board of Admiralty, by two reports, dated from the Downs the 26th and 28th ult; that on the 25th of the ſaid month, at two o'clock in the afternoon, he fell in at the mouth of the Channel with four Engliſh frigates, a brig, and a lugger. At four o'clock, the foremoſt Engliſh frigate, whole arrival he awaited, came up with him. Having taken her ſtation alongſide of his ſhip, ſhe ſent an officer on board, who, after the uſual queſtions reſpecting

Ships.	Guns.	Commanders.
Nemeſis -	28	Capt. Thos. Baker,
Pallas -	40	—— J. Sutton,
Terpſichore -	32	W. H. Gage,
Arrow -	30	W. Bolton,
Fox (lugger)	10	Lieut. Wm. Lord.

the

A. D. 1800 the deſtination of the Daniſh frigate, and the number of ſhips ſhe had under convoy, left the former and returned on board the Engliſh frigate, which kept rather a-ſtern of the reſt. She returned, however, very ſoon, and ſent an officer on board the Freya, who deſired to ſearch the convoy. Captain Krabbe replied, that without acting contrary to his inſtructions, he could not allow the convoy to be ſearched, but offered to lay all the ſhip-papers before the commander of the Britiſh ſhips. But the Engliſh officer perſiſted, in the name of the commodore, in his demand of ſearching the convoy, which was peremptorily refuſed. The Engliſh officer left the Daniſh frigate, and the Engliſh frigate ſtood for the convoy, which received the ſignal from the Freya to cloſe up as well as they could. In the mean while, another Engliſh frigate made up to the Freya, and fired with ball on a ſhip of the convoy. This ſhot was returned, but in ſuch a direction, that the ball went over the Engliſh frigate.

"About eight o'clock in the evening thecommodore of the Engliſh ſquadron laid his ſhip alongſide of the Freya, and repeated his demand that the convoy ſhould be ſearched without oppoſition; and he was going to execute this meaſure, and to ſend boats for that purpoſe on board the merchantmen. But Captain Krabbe aſſured him, as he did before, that this proceeding was diametrically oppoſite to his inſtructions, and that the boats would be fired at.

"The Engliſh commodore, perſiſting in his demand, ordered his boat to proceed to the ſhip of the convoy which lay neareſt. Captain Krabbe ordered accordingly the boat to be fired at, but the gun flaſhed, and the ſhot had no effect.

"The Engliſh commodore, whoſe ſhip lay nearly a-breaſt of the Freya, at the diſtance of about the fourth part of a cable's length, gave her a full broadſide, which was inſtantaneouſly returned; three of the other Engliſh frigates lay at the time rather a head of the Freya, on her larboard quarter, about two cables' length diſtant, and one was a-ſtern of the Daniſh frigate, which was now engaged with them all. Captain Krabbe, having ſuſtained the unequal combat for an hour, and being deprived of all hopes to come off victorious on account of the decided ſuperiority of his opponents, ſtruck his colours. The Engliſh commodore made thereupon for the Downs, with the frigate as well as the

the convoy; but Captain Krabbe was brought on board the Engliſh commodore's ſhip, where he remained until the 26th, when by order of the Engliſh admiral who commands in the Downs, he was ſent back on board the Freya, to draw up the reports of what had happened. The Freya is lying in the Downs, alongſide of the Engliſh admiral's ſhip, and has, by order of the Engliſh admiral, the Daniſh flag and pendant hoiſted. She has on board two Engliſh officers and 13 men, who are not armed. A.D. 1800

"Capt. Krabbe has demanded, that either theſe Engliſhmen ſhould be withdrawn from on board the Freya, or his frigate taken poſſeſſion of by the Engliſh; but on the 28th, he had not received any anſwer. Captain Krabbe has been conſtantly allowed a free intercourſe with the ſhore, but the ſhips of the convoy do not experience the ſame indulgence.

"The Freya has two men killed, and five wounded, two of them badly, and thirty ſhots in the hold. The fore-maſt and mizen-maſt are much damaged, and great part of the rigging is deſtroyed.

"By the account of the Engliſh officers, the above Engliſh frigates are the Nemeſis, of 28 guns; Prevoyante, of 36 guns; Terpſichore, of 32 guns, and Arrow of 20 guns, including carronades, with which the Engliſh at the beginning of the engagement did conſiderable damage to the rigging of the Freya, and prevented her from making any rapid manœuvres.

The damage received by the Engliſh frigates is, in the opinion of Captain Krabbe, as conſiderable as that ſuſtained by the Freya. They are ſaid to have five men killed and ſeveral wounded, among whom is an officer of marines."

In conſequence of the detention of the Daniſh frigate and her convoy, by a ſquadron of Britiſh frigates; the government loſt no time in deputing Lord Whitworth to the court of Denmark, eſpecially as a ſimilar circumſtance had occurred in the Mediterranean laſt December, which led to the following correſpondence, between Mr. Merry, Lord Grenville, and Lord Whitworth, previous to the negociation with the Daniſh miniſter.

Lord Whitworth was accompanied by the fleet under the command of Vice Admiral Dickſon,* in order to give

* Appendix, Chap. II. No. 400

weight

A. D. 1800 weight to the negotiation, as well as to fecure and protect the Baltic convoy, fhould not the court of Denmark accede to the terms propofed. The admiralty of Denmark ordered 18 fail of the line to be equipped, befides frigates.*

On the 29th of Auguft, Lord Whitworth terminated the negociation, and figned a convention with the Danifh minifter, Count Bernftorff; of which the following were the principal articles.

"The Danifh frigate and convoy, carried into Deal, fhall be repaired at the expence of Great Britain, and then releafed.

"The difcuffion, refpecting the aflerted right of the Englifh to vifit convoys, fhall be adjourned to a further negotiation in London.

"Until this point is decided, Danifh fhips fhall only fail under convoy in the Mediterranean feas, to protect them from the Algerine cruizers, and fhall be liable to be fearched as heretofore.

"The convention fhall be ratified by the two courts within three weeks.

Copy of a letter from Mr. Merry, the Britifh minifter, at Copenhagen, to Count Bernftorff.

Copenhagen, April 10th, 1800.

"The importance which the Danifh court muft neceffarily attach to the event which happened in the month of December laft, in the neighbourhood of Gibraltar, between fome frigates of the King, and the frigate of his Danifh Majefty, named Hauferfen, commanded by Capt. Van Dockum, and the orders which in confequence, have been fent me by my court upon this point, impofe upon me the painful duty of repeating to you, in writing, the complaint which I had the honour to make to you upon this point by word of mouth, in the audience which you had the goodnefs to grant me for this purpofe three days ago.

"The facts of this affair are in themfelves very fimple, and I think that we are already agreed on them. The Hauferfen, that the Englifh frigate met the Danifh frigate in the ocean, having under her a convoy of veffels. The Englifh commander, thinking it proper to exercife the right of

* Ann. Reg. Chap. II. No. 221.

vifiting

ſuſpicion of the convoy, ſent on board the Daniſh frigate, de- A.D.
manding from the captain his deſtination. The latter 1800
having anſwered, that then he was going to Gibraltar; it was replied, that ſince he was going to ſtop in that bay, no viſit ſhould be made to his convoy; but if he did not mean to call anchor there, the viſit ſhould be paid. Captain Van Dorkum then informed the officer who went on board him, that he would make reſiſtance to ſuch a ſtep. Upon this anſwer, the Engliſh commander made the ſignal for examining the convoy. A boat from the Emerald frigate was proceeding to execute this order; a fire of muſquetry from the Daniſh frigate fell upon them, and one of the Engliſh officers was ſeverely wounded. This frigate alſo took poſſeſſion of a boat of the Engliſh frigate the Flora, and did not releaſe it till after the Engliſh commander had given Captain Van Dorkum to underſtand, that if he did not immediately give it up, he would commence hoſtilities.

"The Daniſh frigate then went with her convoy into the bay of Gibraltar. There ſome diſcuſſion took place on this affair, between Lord Keith, admiral and commander in chief of his Majeſty's naval forces in the Mediterranean, and Captain Van Dorkum, whom Lord Keith could not but conſider as perſonally reſponſible, and guilty of the injury done to one of his Majeſty's ſubjects, not thinking it poſſible that this captain could have been authoriſed by inſtructions from his court. To clear up this point, Lord Keith ſent an officer to Captain Dorkum to entreat him to ſhew, and to explain the nature of his inſtructions; but he ſaid to the officer, that they were in ſubſtance, that he ſhould not permit his convoy to be viſited, and that, in firing upon the boats, he had only diſcharged his orders.

"The ſame captain afterwards made a ſimilar reply, upon his word of honour, in ſpeaking with Lord Keith, and in the preſence of the governor of Gibraltar; but he promiſed at the ſame time to appear before the judge, and to give ſecurity for his appearance; and upon this promiſe it was told that he might return on board. Having quitted his boat, he ſent a letter to the admiral, in which he refuſed to give the neceſſary ſecurity.

"Theſe diſcuſſions were terminated by a declaration which Lord Keith made to Captain Van Dorkum, that if

A.D. 1800 if he failed to ſurrender himſelf, thus wiſhing to fruſtrate juſtice, the affair ſhould be repreſented to his court.

"Such, Sir, is the ſtate of facts, which have given riſe to the complaint that I am commiſſioned to urge to the Daniſh government. I flatter myſelf that you will find it correct and conformable to what is ſtated in the correſpondence between Lord Keith and Captain Van Dorkum, of which, as you did me the honour to tell me, you are in poſſeſſion.

"The right of viſiting and examining merchant ſhips in open ſea, of whatever nation they may be, and whatever may be their cargoes, or deſtination, is conſidered by the Britiſh government, as the inconteſtible right of every nation at war. A right founded on the law of nations, and which has been generally admitted and recognized. It follows therefore, that the reſiſtance of the commander of a ſhip of war, offered by a power at amity, muſt neceſſarily be conſidered as an act of hoſtility, and ſuch as the King perſuades himſelf cannot be enjoined by the commanders of the ſhips of war of his Daniſh Majeſty in their inſtructions. His Britannic Majeſty, therefore, entertains no doubt that his Daniſh Majeſty will have felt much diſpleaſure at hearing of this violent and inſupportable conduct on the part of an officer in his ſervice; and the King is perſuaded of the alacrity, with which his Daniſh Majeſty will afford him that formal diſavowal, and that apology, which he has ſo good a right to expect in ſuch a caſe, together with a reparation proportioned to the nature of the offence committed.

"I am ſpecially commiſſioned, Sir, to demand of you this diſavowal, apology and reparation. The confidence which I muſt feel in the known juſtice of his Daniſh Majeſty, leads me to hope that this ſimple and amicable repreſentation will be ſufficient to obtain it with that diſpatch, which ſo important a caſe requires; but I muſt not at the ſame time conceal from you, that, great and ſincere as is the deſire of the King, my maſter, to maintain and cultivate the moſt ſtrict harmony and friendſhip with the court of Denmark, nothing ſhall induce him to depart from this juſt demand.

(Signed)

"ANTHONY MERRY."

Reply

Reply of the Danish Minister, to the above Note. A. D. 1800

"Both custom and treaties have no doubt conferred on the belligerent powers, the right of searching neutral vessels, not under convoy, by their ships of war, &c. but as this right is not a natural one, but merely conventional, its effects cannot be arbitrarily extended beyond what is agreed to and conceded, without violence and injustice. But none of the maritime and independent powers of Europe, as far as the undersigned has observed, have ever acknowledged the right of permitting neutral ships to be searched, when escorted by one or several ships of war; and it is evident they could not do so without exposing their flag to degradation, and without forfeiting a certain essential proportion of their own rights.

"Far from acquiescing in these pretensions, which at present are no longer acknowledged, most of those powers have been of opinion, since this question has been stirred, that they ought to hold out an opposite principle in all their conventions respecting objects of this nature, in conformity with a number of treaties concluded between the most respectable courts of Europe, which contain proofs of the propriety of adhering to that principle.

"The distinction attempted to be established between ships with and without convoy, is moreover equally just and natural—for the former cannot be supposed to be in the same predicament as the latter.

"The search insisted upon by the privateers, or state ships of the belligerent powers, with respect to neutral bottoms not accompanied by convoy, is founded on the right of acknowledging their flag, and of examining their papers. The question is to ascertain their partiality and the regularity of their instructions. When the papers of these ships are found in strict order, no farther examination can be legally inforced; and it is consequently the authority of the government, in whose name these documents have been drawn up and issued, that procures for the belligerent power the required security.

"But a neutral government, in escorting by the armed ships of the state, the commercial ships of the subject, thereby alone holds out to the belligerent powers a more authentic and positive pledge, than that which is furnished by the documents with which these ships are furnished."

A.D. 1800 Nor can a neutral government, without incurring diſreſpect, admit the leaſt doubt or ſuſpicion, which muſt be as injurious to that government as they would be unjuſt on the part of thoſe who ſhould entertain or manifeſt them.

"And if it were to be admitted as a principle, that the convoys granted by a ſovereign do not ſecure ſhips of his ſubjects from being viſited by the ſtate ſhips or privateers of foreigners, it would follow that the moſt formidable ſquadron ſhould not have the right of relieving from a ſearch even the ſhips entruſted to its protection, if that ſearch were executed by the moſt pitiful privateer.

"But it cannot be reaſonably ſuppoſed that the Engliſh government, which has uniformly, and on the moſt judicious grounds, ſhewn a marked jealouſy for the honour of its flag, and who in the maritime wars, in which it has taken no part, has nevertheleſs aſſerted with vigour the rights of neutrality, would ever conſent, ſhould ſuch circumſtances occur, to an humiliating vexation of that nature; and the King of Denmark repoſes too much confidence in the equity and loyalty of his Britannic Majeſty, to harbour a ſuſpicion that it is his intention to arrogate a right, which, under ſimilar circumſtances he would not grant to any other independent power.

"It ſeems ſufficient to apply to the fact in queſtion, the natural reſult of theſe obſervations, in order to make it evident, that the captain of the King's frigate, by repulſing a violence which he had no right to expect, has done no more than his duty; and that it was on the part of the Engliſh frigates, that a violation of the rights of a neutral ſovereign, and of a power friendly to his Britannic Majeſty, has been committed.

"The King had heſitated to ſignify any formal complaint on this head, ſo long as he regarded it as a miſconception which might have been done away by amicable explanations between the reſpective commanders of the naval force which the two governments kept up in the Mediterranean; but ſeeing himſelf, much to his regret, diſappointed in that hope, he has only to inſiſt on the reparation that is due to him, and which the juſtice and the friendſhip of his Britannic Majeſty ſeem juſtly to be called upon to give to him.

[illegible]

"B. BERNSTORFF."

Nor

Note delivered by Lord GRENVILLE *to Count* WECHEL JARLSBERG, *his Danish Majesty's Minister, respecting the capture of the Freya Frigate.* A. D. 1800

"The undersigned, his Majesty's principal Secretary of State for foreign affairs, has had the honour to lay before the King the note which he received yesterday from Count Wechel Jarlsberg, Envoy Extraordinary and Minister Plenipotentiary from the King of Denmark.

"It was with the greatest surprize and concern that his Majesty received the first accounts of the transactions to which that note relates. Studiously desiring to maintain always with the Court of Copenhagen those relations of friendship and alliance which had so long subsisted between Great Britain and Denmark, his Majesty has during the whole course of his reign, given repeated proofs of these dispositions, which he had flattered himself were reciprocally entertained by the government of his Danish Majesty: and notwithstanding the expressions made use of in Count Wechel's note, his Majesty cannot even yet persuade himself that it is really by the orders of the King of Denmark, that this state of harmony and peace has been thus suddenly disturbed, or that a Danish officer can have acted conformably to his instructions, in actually commencing hostilities against this country, by a wanton and unprovoked attack upon a British ship of war, having his Majesty flag, and navigating the British seas.

"The impressions which such an event has naturally excited in his Majesty's breast, have received additional force from the perusal of a note, in which satisfaction and reparation are claimed as due to the aggressors from those who have sustained this insult and injury.

"His Majesty, allowing for the difficulty in which all neutral nations were placed, by the unprecedented conduct and peculiar character of his enemy, has, on many occasions during the present war, forborne to assert his rights, and to claim from the Danish government the impartial discharge of the duties of that neutrality which it professed a disposition to maintain. But the deliberate and open aggression which he has now sustained, cannot be passed over in a similar manner. The lives of his brave seamen have been sacrificed; the honour of his flag has been insulted, almost in sight of his own coasts; and these proceedings are supported by calling in question those indisputable rights,

A. D. 1800 founded on the cleareſt principles of the law of nations, from which his Majeſty never can depart; and the temperate exerciſe of which is indiſpenſably neceſſary to the maintenance of the deareſt intereſts of his empire.

" The underſigned has, in all his reports of his Majeſty, rendered full juſtice to the perſonal diſpoſitions which he has uniformly found on the part of Count Wechel, to remove all grounds of miſunderſtanding between the two countries. He cannot, therefore, now forbear to urge him to repreſent this matter to his court in its true light, to do away thoſe falſe impreſſions, under which (if at all) a conduct ſo injurious to his Majeſty can have been authoriſed, and to conſult the intereſts of both countries, but eſpecially thoſe of Denmark, by bearing his teſtimony to the diſpoſitions with which his Majeſty's government is animated; and by recommending to his court, with all that earneſtneſs which the importance of the occaſion both juſtifies and requires, that theſe diſpoſitions may, in ſo critical a conjuncture, find an adequate return, and that a ſpeedy and ſatisfactory anſwer may be given to the demand which his Majeſty has directed to be made in his name at Copenhagen, both of reparation for what is paſt, and of ſecurity againſt the repetition of theſe outrages.

" In order to give the greater weight to his Majeſty's repreſentations on this ſubject, and to afford at the ſame time the means of ſuch explanations reſpecting it, as may avert the neceſſity of thoſe extremities to which his Majeſty looks with the greateſt reluctance, his Majeſty has charged Lord Whitworth with a ſpecial miſſion to the Court of Denmark, and that miniſter will immediately ſail for his deſtination. That court cannot but ſee in this determination a new proof of the King's deſire to conciliate the preſervation of peace, with the maintenance of the fundamental rights and intereſts of his empire.

" (Signed) GRENVILLE.

" *July* 30, 1800."

Extract from the Official Note tranſmitted by Lord Whitworth to Count Bernſtorff.

" *May* 21, 1800.

" The Engliſh miniſter ſupports the principles which had been eſtabliſhed in the firſt note, and ſays, that if the principle be once admitted, that a Daniſh frigate may [illegible]

legally guarantee from all ſearch ſix merchant ſhips, it fol- A.D.
lows naturally, that that ſame power, or any other power 1800
whatever, may, by means of the ſmalleſt ſhip of war, extend the ſame protection to all the commerce of the enemy, in all parts of the world: it will only be neceſſary to find in the whole circle of the univerſe a ſingle neutral ſtate, however inconſiderable it may be, well diſpoſed enough towards our enemies to lend them its flag, and to cover all their commerce without running the leaſt riſk; for when examination can no longer take place, fraud fears no diſcovery. In the note which the Count de Bernſtorff has juſt tranſmitted, the underſigned perceived with pain, that far from wiſhing to ſatisfy the juſt demand of the King his maſter, the Daniſh government ſtill perſiſts in ſupporting not only the principles upon which it founds its aggreſſion, but alſo the right of defending it by means of arms. In this ſtate of things, the underſigned has no other alternative than to perform ſtrictly his duty, by inſiſting anew on the ſatisfaction which the King his maſter requires; and by declaring to M. de Bernſtorff, that in ſpite of his ſincere deſire to be the inſtrument of the reconciliation of the two courts, he ſhall be obliged to leave Copenhagen, with all the Engliſh miſſion, in the ſpace of a week, reckoning from the day of the tranſmitting of this note, unleſs in the interval, the Daniſh government ſhall adopt counſels more conformable to the intereſts of the two countries, and, above all, to thoſe of Denmark, with whom his Majeſty has conſtantly deſired, and ſtill deſires, to live in terms of friendſhip and alliance. The underſigned, therefore, has the honour to repeat to the Count de Bernſtorff, that he is enjoined to quit Copenhagen with the King's miſſion in a week, unleſs a ſatisfactory reply be given before the expiration of that term.

"He requeſts the Count de Bernſtorff to accept the aſſurances of his moſt diſtinguiſhed conſideration.

Extract from the Reply of Count BERNSTORFF.

"*August* 26, 1800.

"If Lord Whitworth thinks to deſtroy the force of the arguments developed in that note (note to Mr. Merry of the 19th of April) by the reflection, that by the right of guaranteeing from ſearch merchantmen under the convoy of a ſhip of war, the leaſt powerful neutral ſtate would acquire

A.D. 1800 the faculty of covering with impunity, with its flag, an illicit commerce, the underſigned entreats him to obſerve, that the government which ſhould degrade itſelf to the point of lending its flag to ſuch a fraud, would, by that conduct, paſs the bounds of neutrality, and would, in conſequence, authoriſe the belligerent power, to the prejudice of which the fraud had been committed, to adopt meaſures which ordinary circumſtances would not admit. The ſtate which neglects its duties, expoſes itſelf, without doubt, to the riſk of loſing its rights; but the ſuſpicion of degrading conduct would be as injurious to the government, which ſhould not deſerve it, as it would be little honourable to the government which ſhould advance it without foundation; but this cauſe cannot exiſt between Denmark and Great Britain.

" The Engliſh government is not ignorant, without doubt, that the Daniſh officers who command convoys, are perſonally reſponſible; that the cargoes of the ſhips belonging to thoſe convoys do not contain articles prohibited by the laws of nations, or by the treaties ſubſiſting between Denmark and the belligerent powers; and it is eaſy to feel that there muſt be incomparably more difficulty in eluding the vigilance of the officers than the reſearches of thoſe who pretend to exerciſe on theſe ſhips a right, as odious in its principles, as deluſive in its effects. The eſſential difference between the principles of the two courts introducing into this diſcuſſion particular difficulties, there does not appear to be a more proper mean of removing them than by having recourſe to the mediation of a third power; and the King heſitates the leſs in propoſing to his Britannic Majeſty the mediation of the Emperor of Ruſſia, as that monarch, the friend and ally of both ſovereigns, will certainly have nothing more at heart than to conciliate them, and to prevent a fatal miſunderſtanding. The underſigned does not doubt that Lord Whitworth will ſee in the propoſition a new proof of the moderation of the King, and of his deſire to preſerve the friendſhip of his Britannic Majeſty. The King would the more regret ſeeing him quit Copenhagen, becauſe his Majeſty had conſidered his miſſion as a pledge of the conciliatory intentions of the Court of London; and becauſe he had flattered himſelf that his perſonal diſpoſitions would contribute to the accelerating an accommodation,

for

for which he has offered him, and ſtill offers him, the greateſt facility. A.D. 1800

" BERNSTORFF."

The conduct which the courts of Ruſſia and Pruſſia purſued in conſequence of this diſcuſſion between Great Britain and Denmark will be ſeen in the following papers.

Ruſſian Edict.

" In conſequence of the order of his Excellency Chevalier Podoff, major-general commandant at Riga, of the 28th inſtant (Auguſt) it is hereby made known to your honourable Senate, that his Imperial Majeſty, after having received the account of the violent behaviour of the Engliſh againſt Denmark; and alſo that one of their fleets had paſſed the Sound, by which the paſſage being blocked up, may have great influence on the whole trade of the Baltic ſeas, he has been pleaſed to order, that for the ſecurity againſt any diſadvantage that may ariſe to the Ruſſian commerce, ſo long as the real intention of the Engliſh court ſhall be unknown, there ſhall be laid a ſequeſtration upon all property belonging to the Engliſh; and that it be obſerved in the ſtricteſt manner, that none thereof be tranſported out of Ruſſia without permiſſion from his Majeſty; that however no part of the property be taken away from them, nor themſelves be diſturbed in their buſineſs; according to all which every one is to govern himſelf in the moſt particular manner.

(" Signed) SCHWART, Sec."

" *Given at Riga Senate Houſe, the 29th of Auguſt*, 1800."

Notice publiſhed in the Peterſburgh Gazette of the 10th of September

" Several political circumſtances inducing his Majeſty the Emperor to think that a rupture of the friendſhip with England may enſue, an army, conſiſting of five corps, is, on this account, to be collected by his Majeſty's ſupreme command, under the orders of the general of cavalry Von der Pahlen, viz.—near Goldingen, under the command of General Baron Springporten, of four regiments of horſe, ſix of infantry, four battalions and 45 field pieces near

A.D. 1800 Lemfel, under the command of the general of cavalry Prince Alexander of Wirtemberg, three regiments and five fquadrons of horfe, and fix regiments and four battalions of foot; near Ramfar, under his Imperial Highneſs the Grand Duke Czarevitſch Conſtantine Pavlovitſch, four regiments and four battalions of foot, and 45 pieces of artillery; near Copovie, under the grand duke and ſucceſſor to the throne, Alexander Pavlovitſch, three regiments and ſeven fquadrons of horfe, all the regiments of guards, and 33 pieces of ordnance; near Arenſburg, under lieutenant-general of infantry, three fquadrons of horfe, and twenty-one pieces of cannon."

Letter from the Ruſſian Ambaſſador at Berlin, to the Ruſſian Conſul at Hamburgh.

"*September* 22.

"I have this moment received a letter from M. Count Roſtopſchin, in which his Excellency mentions, that his Imperial Majeſty, our gracious monarch, has been pleaſed to take off the embargo on Engliſh ſhips, and on the property of Engliſhmen in Ruſſia."

On the 5th of November an embargo was laid on all the Britiſh ſhipping in the ports of Ruſſia: the numbers at this time amounted to about 200 ſail.

Two Britiſh ſhips having attempted to break the embargo, the following order was iſſued, enforcing it the more ſtrongly, with the emperor's reaſons for ſo doing.

Peterſburg, Nov. 18th and 23d.

"The crews of two Engliſh ſhips in the harbour of Narvon, on the arrival of a military force to put them under arreſt, in conſequence of the embargo laid on them, having made reſiſtance, fired piſtols, and forced a Ruſſian ſailor into the water, and afterwards weighed anchor and ſailed away; his Imperial Majeſty has been pleaſed to order that the remainder of the veſſels in that harbour ſhall be burnt.

"His Imperial Majeſty having received from his chamberlain Italinſkoi, at Palermo, an account of the taking of Malta, has been pleaſed to direct that the following note ſhall be tranſmitted to all the diplomatic corps reſiding at his court, by the miniſter preſiding in the college for foreign

foreign affairs, Count Roſtoptſchin, and the vice chancellor Count Panin." A. D. 1800

"His Majeſty, the Emperor of all the Ruſſias, having received the circumſtantial account of the ſurrender of Malta, by which it is fully confirmed that the Engliſh generals, notwithſtanding repeated repreſentations of his Imperial Majeſty's miniſter, and the miniſters of the King of the Two Sicilies, have taken poſſeſſion of Valetta and the Island of Malta, in the name of the King of Great Britain, and hoiſted the Engliſh flag alone; his Majeſty ſees with juſt diſpleaſure ſuch a breach of good faith, and has reſolved that the embargo laid on all the Engliſh veſſels in the Ruſſian harbours ſhall not be taken off 'till the conditions of the convention concluded in the year 1798 ſhall be punctually fulfilled."

Letter from Mr. SHAIRP *relative to the Britiſh Priſoners in Ruſſia.*

"Various reports having been circulated reſpecting the unfortunate Britiſh ſubjects now in Ruſſia, I ſend you the authentic information.

"The perſons of the Britiſh merchants have hitherto remained unmoleſted, and what ready money they had in their poſſeſſion has not been ſeized; but their warehouſes are ſealed, and all their property is under ſequeſter. All the Britiſh ſhips and their cargoes are ſeized by the Ruſſian government. The captains and crews are marched into the interior of the country, in companies of one captain and ten or twelve ſeamen. They are diſtributed in above a hundred different towns, at one hundred to one thouſand miles diſtance from the capital. The Ruſſian government allows for their ſubſiſtence daily five copecks in money, (about three halfpence) a ſmall meaſure of rye flour, and one of buck wheat.

"My brother and ſome other Britiſh merchants at Petersburg advanced about forty thouſand rubles (a ruble is about half a crown) for their better accommodation, from which he furniſhed every captain with two hundred rubles for the uſe of himſelf and ten men, and bought for every man a theepſkin coat, a fur cap, a ſaſh, a pair of gloves, ſome warm ſhoes, and two pair of ſtockings. Kibitkes, or common carts of the country, are bought for uſe of

A.D. 1800 the captains and ſome old men; the reſt walk, and the peaſants furniſh horſes for the baggage. On the 21ſt of November fifty captains and five hundred ſailors were thus diſpatched from St. Peterſburg, and the remainder were daily ſetting off on their melancholy journey.

" STEPHEN SHARP.
" Conſul General of Ruſſia.

" *No. 73, Gower Street, Nov. 17th*, 1800."

Correſpondence between Lord Carysfort, his Brittannic Majeſty's Miniſter at the Court of Berlin, and Count Haugwitz, on his Pruſſian Majeſty having ordered a detachment of his Troops to enter Hamburgh.

" *Berlin, Nov. 16th*, 1800.

" The inſtant Lord Carysfort, envoy extraordinary and miniſter plenipotentiary of his Britannic Majeſty, learned that his Pruſſian Majeſty was preparing to order a detachment of his troops to enter Cuxhaven, and that the reaſon which he in public thought proper to aſſign for that meaſure, was the refuſal given by the government of Hamburgh to cauſe a veſſel to be releaſed, which, taken by one of the ſhips of war of his Britannic Majeſty, had been compelled, in order to avoid the dangers of the ſea, to enter that port, he thought it his duty to demand an audience of his Excellency Count Haugwitz, miniſter of ſtate and of the cabinet, for the purpoſe of obtaining information with reſpect to that affair. He received from his Excellency the aſſurance that the intentions of his Pruſſian Majeſty were in no view hoſtile or contrary to the intereſts of Great Britain: but that the occupation of Cuxhaven had for its principal object the maintenance of the authority of his Pruſſian Majeſty, in his character of chief, and protector of the neutrality of the north of Germany; and that it was conducted with the conſent of the city of Hamburgh itſelf.

" Lord Carysfort not being exactly acquainted with the circumſtances under which the veſſel in queſtion found itſelf, deferred to another occaſion the obſervations which he might have wiſhed to ſubmit to his Excellency. He has now grounds to believe, that laden with contraband goods, it

it was captured by one of his Britannic Majeſty's ſhips as it was entering into the Texel, that is to ſay, into a port belonging to the enemies of his Majeſty; and that it was reſtored as ſoon as the officer who had the charge of it could be informed of the orders of his ſuperiors. A.D. 1800

"With reſpect to the occupation of the town of Cuxhaven by the Pruſſian troops, which muſt have been founded on particular conventions between his Pruſſian Majeſty and the Senate of Hamburgh, he does not think himſelf called upon to take part in that diſcuſſion; but he feels himſelf authoriſed to claim in favour of the ſubjects and veſſels of the king, his maſter, all the rights to which they have a juſt pretention, in a neutral port belonging to a republic, whoſe connections with the States of his Majeſty are very ancient and generally known. No convention made between the city of Hamburgh and his Pruſſian Majeſty being capable of invalidating or altering his rights. In conſequence of theſe conſiderations, he dares hope that his Pruſſian Majeſty may ſtill ſuſpend the occupation of Cuxhaven, until the two courts ſhall have the means of entering into mutual explanations; more particularly ſince ſuch an occupation, in the actual circumſtances might give room to ill-diſpoſed minds, to attribute to his Pruſſian Majeſty, views not leſs oppoſite to the ſentiments of juſtice and moderation which govern all his meaſures, than to the friendſhip and the good harmony which ſubſiſt between him and his Britannic Majeſty.

"At all events, it will not eſcape the wiſdom and humanity of his Majeſty, that the entrance of a numerous corps of troops into a village both poor, and with a ſmall extent of territory, would probably augment the miſery of the inhabitants; and that the city of Hamburgh having always poſſeſſed that place, ſo indiſpenſably neceſſary to the preſervation of the navigation of the Elbe, all which may trouble that poſſeſſion, derange ancient cuſtoms, and influence the pilots there at preſent to ſeek a refuge elſewhere, would ſtrike a ſenſible blow at the commerce of all the countries of the north of Germany, and over that part of the States of his Pruſſian Majeſty.

"(Signed) CARYSFORT."

A.D. 1800

From the ſame to the ſame.

" *Berlin, Nov.* 18, 1800.

" The underſigned extraordinary envoy and miniſter plenipotentiary of his Britannic Majeſty, thinks himſelf obliged again to addreſs himſelf to his Excellency Count Hardenberg, relative to the intention of his Pruſſian Majeſty, in taking military poſſeſſion of Cuxhaven. When the underſigned had the honour of tranſmitting to his Excellency the verbal note of the 16th, it was not exactly known " that the Pruſſian veſſel brought into that port had been retained." The fact being now certain, as well as the zeal manifeſted by the Senate of Hamburgh to fulfil the wiſhes of the King; the ſurpriſe and conſternation excited from the moment when the orders for marching a detachment of troops were known, would be raiſed to their utmoſt height, if it were aſcertained, that notwithſtanding the complete ſatisfaction given to his Pruſſian Majeſty on all the points reſpecting which he thought proper to complain, he ſhould not appear leſs attached to his determination of cauſing Cuxhaven to be occupied by his troops. In fact, it appeared at firſt ſight that this occupation would be ſo calculated to give the moſt ſerious alarms to all commercial nations; that without alluding to the interpretations which calumny might be deſirous of giving to the meaſure, ſtrong hopes are entertained, from the juſtneſs and moderation of his Pruſſian Majeſty, for that reaſon only that he will come to the reſolution of not carrying it into effect.

" The underſigned would not, however, think he had executed his duty, ſhould he neglect to repreſent to his Excellency the lively alarms which neceſſarily reſult from the uncertainty in which the affair remains. The reiterated aſſurances which the underſigned has received from his Excellency, of the friendſhip and good wiſhes of his Pruſſian Majeſty towards the King of Great Britain, do not allow him to believe, that any miſunderſtanding can ariſe between the two courts; but he cannot avoid thinking that the enemies of humanity and public tranquillity will endeavour to turn to their purpoſes the alarm which is generally diffuſed, in order to ſcatter diſcord among the powers who ſhould all unite to maintain the ſafety and independence of Europe at large.

" (Signed, CARYSFORT."

Anſwer of Count HAUGWITZ. A. D. 1800

"The underſigned miniſter of ſtate, and of the cabinet, is authoriſed by the orders of the king, to tranquilliſe completely the anxieties and apprehenſions which my Lord Carysfort, envoy extraordinary and miniſter plenipotentiary of his Britannic Majeſty, expreſſed to him in his two notes of the 16th and 18th of November. The Pruſſian veſſel, the Triton, has, it is true, been reſtored to its owner; but the mode of releaſe was in every reſpect as irregular as to the proceedings which had previouſly taken place with reſpect to it; and after an examination of all the circumſtances relative to the incident which forms the ſubject of complaint, there appears throughout the whole, a manifeſt infraction of the principles of the neutrality of the north of Germany; it is this ſuperior conſideration, added to the urgent requeſt of the magiſtracy of Hamburgh, which dictated to the king the reſolution of cauſing a body of his troops to occupy the port of Cuxhaven, and the bailiwic of Ritzebuttle. This meaſure was executed the moment it was determined upon, and it is no longer capable of being revoked; the example of what has taken place impoſing on his Majeſty the neceſſity of effectually watching over the maintenance of that neutrality which he has guaranteed to his ſtates. The King cannot imagine that his Britannic Majeſty, after participating in his character of Elector of Hanover, in the advantages and benefits of this happy neutrality, can conceive the ſmalleſt alarm at ſeeing a Pruſſian garriſon enter into the port which England has fixed on as her point of communication with the north of Germany. Being thus placed under the immediate guarantee of the king, it will be the more effectually put out of the reach of all vexation, and the troops of his Majeſty will have no other duty to perform than that of cauſing the laws of good order and equity to be reſpected. The utmoſt confidence may be placed in the prudent diſpoſitions of the reigning Duke of Brunſwick, who is inveſted with the command of the line of demarcation.

"But if more particular aſſurances be requiſite upon this ſubject, the king feels a pleaſure in giving them, by the preſent communication, to his Britannic Majeſty, and in declaring to him in expreſs and poſitive terms, that the preſent order of things will in no reſpect interrupt the free-

dom

A. D. 1800 dom of commerce and navigation in the port of Cuxhaven; nor above all, the continuation of the correſpondence with England; on the contrary, the officer commanding the troops of the king, garriſoned in the bailiwic of Ritzebuttle, will make it his duty to give it every poſſible facility.

On the whole, the proceeding which the king has, from neceſſity, been obliged to follow, does not admit of any equivocal interpoſition. It has no other object than the maintenance of the ſyſtem of which he is the author and defender, and this object ſhall not be exceeded. His views and conduct have procured him the confidence of all Europe, and they never will be found inconſiſtent; and though it is not to be anticipated that the other powers will be diſpoſed to miſconceive the purity of his views in the preſent caſe; yet his Majeſty reſerves to himſelf the privilege of explaining himſelf further, and in a ſuitable manner, to thoſe who may be entitled to ſuch explanation.

"(Signed) HAUGWITZ."

Subſtance of the Declaration of the Emperor of Ruſſia relative to an armed neutrality by Sea.

"That on mounting his throne, he found his ſtates involved in a war, provoked by a great nation which had fallen into diſſolution; that conceiving the coalition a mere meaſure of preſervation, this motive induced him to join it; that he did not at that time think it neceſſary to adopt the ſyſtem of an armed neutrality on ſea for the protection of commerce, not doubting but the ſincerity of his allies, and their reciprocal intereſts, would be ſufficient to ſecure the flag of the northern powers from inſult.

"But that being diſappointed in this expectation by the perfidious enterpriſes of a great power, which had fought to enchain the liberty of the ſeas, by capturing Daniſh convoys, the independence of the maritime powers of the north appeared to him to be openly menaced.

"He conſequently conſiders it a meaſure of neceſſity to have recourſe to an armed neutrality, the ſucceſs of which was acknowledged in the time of the American war."

Convention

A.D. 1800

Convention for the re-eſtabliſhment of an Armed Neutrality, between his Majeſty the King of Sweden on the one part, and his Majeſty the Emperor of all the Ruſſias on the other part, concluded and ſigned at St. Peterſburgh the 4th. (15th of December) 1800, accepted and ratified by his Swediſh Majeſty, on the 20th of December, and by his Imperial Majeſty of all the Ruſſias on the 8th (19th of December) in the ſame year——

" In the Name of the Moſt Holy and Undivided Trinity.

" In order that the freedom of navigation, and the ſecurity of the merchandiſe of the neutral powers, may be eſtabliſhed, and the principles of the law of nations be fully aſcertained, during the continuance of the preſent maritime war, his Majeſty the King of Sweden, and his Majeſty the Emperor of all the Ruſſias, actuated by their love of juſtice, and by a reciprocal deſire to promote whatever may be for the public advantage, or their reſpective ſtates, have to that effect determined to give a new ſanction to thoſe principles of their neutrality, which are in their nature indiſſoluble, and require that it may be reſpected by all the powers intereſted in their preſervation.

With this view their Majeſties have, by their declaration of the 15th of Auguſt, to the northern courts, who are equally concerned in the maintenance of thoſe general regulations, anciently recognized, given them to underſtand how ſincerely it is the object of their hearts to reſtore in its full independence, the general right of all nations to convoy their ſhips and merchandiſe freely, and without being ſubject to the controul of the powers at war. His Swediſh Majeſty imparted his wiſhes, and his ſentiments to his great ally, and a happy conformity of their mutual intereſts has induced them to adopt the reſolution of re-eſtabliſhing that ſyſtem of an armed neutrality, which was attended with ſuch advantages during the American war, and to renew its beneficial principles in a convention adapted to the preſent circumſtances. To this end, his Majeſty the King of Sweden, and his Imperial Majeſty of all the Ruſſias, have nominated as their plenipotentiaries, namely his Swediſh Majeſty, Baron Curt von Stedingk, ambaſſador extraordinary to his imperial majeſty of all the Ruſſias, Lieutenant-general, Chamberlain of the Queen Dowager, colonel

A. D. 1800 colonel of a regiment of infantry, Knight and commander of the order of the ſword, and Knight of the French order *pour les merites militaires*; and his Imperial Majeſty of all the Ruſſias, Baron Count Theodore Roſtopſchin, his right truſty privy councellor, member of the council, principal miniſter of the college of foreign affairs, director general of the poſts of the empire, grand chancellor and grand croſs of the ſovereign order of St. John of Jeruſalem, Knight of the firſt claſs of the orders of St. Andrew, St. Alexander Newſky, and St. Anne, Knight of the order of St. Lazarus de l'Annonciade, of St. Maurice at St. Lazarus of St. Ferdinand and St. Hubert; who after exchanging their reſpective full powers, have agreed upon the following articles:

Art. I. His Majeſty the King of Sweden, and his Majeſty the Emperor of all the Ruſſias, declare that they will ſtrictly prohibit the exportation of contraband merchandiſe on the part of their ſubjects, with every power whatever, at preſent engaged in war, or which may hereafter be engaged in war.

Art. II. In order to prevent all doubts and miſunderſtandings, as to what ſhall be conſidered contraband, his Majeſty the King of Sweden, and his Imperial Majeſty of all the Ruſſias, declare, that they will acknowledge the following articles as contraband; namely, cannon, mortars, fire-arms, balls, flints, flint-ſtones, matches, gunpowder, ſalt-petre, ſulphur, helmets, pikes, ſwords, hangers, cartridge-boxes, ſaddles and bridles, with the exception of ſuch a quantity of the above articles as may be neceſſary for the defence of the ſhips and their crews: all other articles not herein enumerated ſhall not be conſidered as war or naval ſtores, they ſhall not be ſubject to confiſcation; but ſhall paſs free without reſtraint. It is alſo hereby agreed, that the preſent article ſhall be without prejudice to the pacts and ſtipulations of former treaties with the powers at war, by virtue of which the things above-mentioned are allowed or prohibited.

Art. III. And whereas it is neceſſary, that whatever, by virtue of the foregoing articles, ſhall be deemed contraband, ſhall be excluded from the commerce of neutral nations, in like manner as is held by the King of Sweden and his Imperial Majeſty of all the Ruſſias, will and determine, that all other merchandiſe ſhall be and remain free; and in order

order that the general principles of the laws of nature, of which the freedom of trade and navigation, as well as the rights of neutral nations are the immediate conſequence, may be placed under competent and ſure ſafeguard, their have reſolved no longer to delay that voluntary explanation from which they have hitherto been reſtrained by motives of their ſeparate and temporary intereſts. With this view they have hereby determined: A.D. 1780

1ſt. That every ſhip may freely navigate from one harbour to another, and on the coaſt of the belligerent nations.

2d. That the effects which belong to the ſubjects of the belligerent powers, in neutral ſhips, with the exception of contraband goods, ſhall be free.

3d. That in order to determine what ſhall be conſidered as a blockaded harbour, ſuch denomination ſhall be admitted only [illegible] the diſpoſition and number of the ſhips of the power by which it is inveſted, ſhall be ſuch as to render it manifeſtly hazardous to enter; and that every ſhip which ſhall go into a blockaded harbour, that is evidently to ſay, which violates the preſent convention, as much as if the commander of the blockade had previouſly adviſed it of the ſtate of the harbour, and it had nevertheleſs endeavoured by force or artifice to obtain admiſſion.

4th. That with regard to neutral ſhips, except thoſe which for juſt reaſons and upon evident grounds ſhall be detained, ſentence ſhall be pronounced without delay; the proceedings againſt them ſhall be uniform, prompt and lawful.—Over and above the indemnity to which they ſhall be entitled for the damage they ſhall have ſuſtained, complete ſatisfaction ſhall be given for the inſult committed againſt the flag of their Majeſties.

5th. That the declaration of the officers who ſhall command the ſhip of war, or ſhips of war of the King or Emperor, which ſhall be convoying one or more merchant ſhips, that the convoy has no contraband goods on board, ſhall be ſufficient, and that no ſearch of his ſhip or the other ſhips of convoy ſhall be permitted. And the better to inſure reſpect to theſe principles, and the ſtipulations founded upon them, which their diſintereſted wiſhes to preſerve the imprescriptible rights of neutral nations have ſuggeſted, the high contracting parties to prove their ſincerity and juſtice, will give the ſtricteſt order to their

captains

A.D. 1800 captains, as well as of their ſhips of war, as of their merchant ſhips, to load no part of their ſhips, or ſecretly to have on board, any articles which by virtue of this preſent convention may be conſidered as contraband; and for the more completely carrying into execution this command, they will reſpectively take care to give directions to their courts of admiralty to publiſh it wherever they ſhall think it neceſſary, and to this end, the regulations which ſhall contain this prohibition under the ſeveral penalties, ſhall be printed at the end of the preſent act, that no one may plead ignorance.

Art. IV. In order to place the commerce of their ſubjects upon the moſt legal and permanent baſis, his Majeſty the King of Sweden, and his Majeſty the Emperor of all the Ruſſias, have deemed it expedient to equip a number of ſhips of war and frigates, which ſhall be charged to ſee that object obtained, and the ſquadrons of each power ſhall take thoſe ſtations, and protect thoſe convoys which their commerce and their navigation may require, and which ſhall be conformable to the courſe of trade of each nation.

Art. V. To provide againſt all inconveniences which may proceed from any nation abuſing the privilege of their flag; it is eſtabliſhed as a regulation not to be departed from, that every tranſport, be it whoſe it may, belonging to the country whoſe flag it bears, ſhall have on board a captain and the half of the crew compoſed of the ſubjects of that country, and the paſſport ſhall be drawn up in due and regular form. Every tranſport which ſhall not obſerve theſe regulations, or ſhall violate the command printed at the end of this preſent convention, ſhall forfeit all right to the protection of the contracting parties, and the government to which it may belong, ſhall alone be reſponſible for all the loſs, damage, or inconvenience it may ſuſtain.

Art. VI. Should it nevertheleſs happen, that the merchant ſhips of one of the powers ſhall find itſelf in a ſituation where the ſhips of war of that nation are not ſtationed, and where they cannot have the protection of their own convoys, in ſuch caſe the commandant of the ſhips of war of the other power, if it ſhall be required, ſhall duly and formally afford ſuch aſſiſtance as may be neceſſary. The ſhips of war and frigates of the one nation ſhall afford protection and aſſiſtance to the merchant veſſels of the other; provided in the mean time, that the veſſel requiring ſuch aſſiſtance

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affiftance fhall not have violated the principles of the neutrality, by having carried on an illicit commerce.

Art. VII. This convention fhall have no retrofpective operation, and confequently it fhall have no reference to any differences that may fubfift previous to its conclufion. Its application fhall only be to future acts of violence and aggreffion, and it fhall form the bafis of a fyftem for the protection of all the neutral nations of Europe, whofe rights may hereafter be decried or violated.

Art. VIII. Should it, notwithftanding all the poffible care of the two powers, and notwithftanding the obfervance of the moft ftrict neutrality on their fides, happen, that the merchant veffels of his Majefty the King of Sweden, or of His Majefty of all the Ruffias, fhould be infulted, plundered, or taken by the fhips of war, or privateers of one or other of the belligerent powers, the minifter of the injured party, fhall forthwith repair to the fame to the government whofe fhip of war or privateer fhall have committed fuch act of violence, he fhall reclaim the captured veffel, demand due fatisfaction, and by no means lofe fight of the infult offered to the flag. The miniflers of the other contracting power fhall likewife enforce the complaint in the moft energetic and determined manner poffible, and they fhall generally and unitedly act in concert together. Should their juft complaint meet with no redrefs, or fhould it be poftponed from time to time, then fhall their Majefties have recourfe to reprifals againft fuch power as fhall have refufed to do juftice: and they fhall endeavour by every poffible means to give effect to fuch reprifals.

Art. IX. Should it happen that one or other of the two powers, or both, on account of, or from diflike to, the prefent convention, or any circumftance connected with it, fhould be difquieted, moleft.d, or attacked: in fuch cafe it is agreed, that the two powers fhall make it a common caufe mutually to defend each other; and they fhall reciprocally employ every exertion to obtain full and complete fatisfaction, as well for the infult done to their flag, as for the injury fuftained by their fubjects.

Art. X. The principles and regulations ftipulated and fettled by this prefent act, fhall apply to every maritime war, by which Europe may unhappily be difquieted.

Thefe ftipulations fhall alfo be conftdered as perpetual,

A.D. 1800 and upon all occafions, fhall be appealed to by the contracting powers, for the regulation of their commerce and navigation, and for the maintenance of the rights of neutral nations.

Art. XI. As the object and main conſideration of this convention is to aſſure the general freedom of commerce and navigation, his Majeſty the King of Sweden, and his Imperial Majeſty of all the Ruſſias hereby agree, and bind themſelves to each other, to give their conſent that other neutral powers may become parties to it, adopt its principles, conform to its obligations, and partake of its advantages.

Art. XII. In order that the belligerent powers may not have to plead ignorance of the arrangements concluded between their ſaid Majeſties, information ſhall be given to ſuch belligerent powers of the regulations they have determined upon, which are ſo little of a hoſtile nature, that they can be detrimental to no other country, but are only calculated to ſecure the commerce and navigation of their reſpective ſubjects.

Art. XIII. The preſent convention ſhall be ratified by the two contracting parties, and the ratification ſhall be exchanged in due and good form, within ſix weeks or ſooner, if poſſible from the day of ſigning it.

"In teſtimony of the ſame, we the underſigned, furniſhed with full powers, have hereunto ſigned our names, and affixed our ſeals,

Given at Peterſburgh, the 4th (15th) of December, 1800.

(Signed)

Count von SHEDINGH,
ROSTOPSCHIN.

Explanation alluded to in the above Convention, as Publiſhed by the King of Sweden.

"The preamble ſtates the neceſſity of rendering the rights of commerce clear and explicit. "For this effect in order to ſecure the protection of the government, the commerce of Sweden muſt obſerve the following requiſites.

"1ſt. In order that a ſhip be entitled to be conſidered as a Swede, ſhe muſt be built in Sweden, or the provinces under her dominion; or ſhipwrecked on the Swediſh coaſt, and

and there fold; or bought, in a foreign country, by a legal and authentic contract. If fuch purchafe is made in a country threatened with war, it fhall be confidered as lawful, as foon as three months have elapsed before its actually breaking out. Every fhip purchafed muft be naturalized. As however, the naturalization of fhips, bought in a foreign country, and afterwards taken by a cruizer belonging to any of the belligerent powers, may frequently produce difagreeable explanations to the feveral, it is hereby declared, that in time of war, fhips fhall not be allowed to be naturalized, which have formerly been the property of the belligerents or their fubjects; nevertheleſs, with the exception of all fhips that were naturalized before the prefent regulation was eſtabliſhed, which fhall enjoy all the rights which are connected with the character of neutrals and Swedes. A.D. 1800

"2d. The captain of the fhip muſt be provided with all papers requiſite and proper for the ſecurity of his voyage. Of this kind are (in caſe the fhip goes through the Sound) a certificate of the place where the veſſel was built, an invoice, letters ſhewing the cargoes not contraband, Turkiſh and Latin paſſports, a certificate by the magiſtrate of the place, a paſs for the crew, a copy of the oath for the owner, a charter-party with the ſubſcription of the freighter, the captain and the perſon freighting the veſſel, a manifeſt with the like ſubſcriptions, containing a liſt of the different articles of the loading, and the conditions of the intended voyage, and a bill of health where the ſame is neceſſary. If the voyage be merely to the ports of the Baltic, or the Sound, the Turkiſh and Latin paſſes are not neceſſary; but the captain muſt have all the other paſſes enumerated, without exception.

"3d. All theſe documents muſt be made out and delivered in a Swediſh port, unleſs when a fhip has loſt her papers by accident, or where they have been forcibly taken away, in which caſe theſe documents may be renewed in a foreign port, if the captain immediately on his arrival, takes the precaution to exhibit an authentic and properly certified declaration by which the accident is proved, or the grounds ſtated on which he declines the renewal.

"4th. The captain is prohibited from having falſe bills of lading or certificates or duplicates thereof. He is likewiſe prohibited from making uſe of a foreign flag.

"5th. It is required that the captain and half of the crew muſt be Swediſh ſubjects.

A. D. 1800 "6th. Captains going to the main ocean shall be bound to follow the course pointed out in their instructions, and agreeable to the requirements of their certification.

"7. Ships destined for the ports of a belligerent power, must, with the utmost care, and under the severest penalties, avoid carrying any contraband commodities. To prevent all doubts or misunderstanding respecting what is contraband, it is agreed that the following goods shall be considered contraband. [The remainder of this article is a transcript of the second article of the convention.]

"8th. All Swedish subjects are prohibited to fit out privateers against the belligerents, their subjects, and property.

"9th. A Swedish ship cannot be employed by a belligerent power to transport troops, arms, or any warlike implements. Should any captain be compelled to do so by superior force, he is bound at least to exhibit a formal protest against such violence.

"10th. When a merchant ship is not under convoy, and happens to be brought to by a ship of war or privateer belonging to any of the belligerents, the captain shall not, in that case, oppose the searching of his vessel, but be bound faithfully to shew all acts and documents which relate to her cargo. The captain and his people are strictly prohibited from keeping back or destroying any of their papers.

"11th. If, however, such ship makes part of a convoy, the foregoing article shall not serve as the rule, but the captain's duty consists in punctually obeying the signals of the commodore of the convoy; for which purpose, therefore, he shall separate as little as possible from the convoy.

"12th. All captains are expressly forbidden to attempt going into a blockaded port, as soon as they are formally apprised by the officer commanding the blockade. In order to ascertain what a blockaded harbour is, this appellation is confined to those, to which, by the disposition of the blockading power with ships destined and adequate to the object, it is evidently dangerous to attempt coming in.

"13th. In case any Swedish merchant ship is captured by a ship of war or privateer of any of the belligerents, the [illegible] circumstantial account, [illegible] to the Swedish consul, or vice consul, of the place where the ship is taken; and should there

there be no conſul or vice conſul there, he ſhall tranſmit a memorial to the Swediſh conſul of the diſtrict to which the place into which the ſhip is taken belongs. A.D. 1800

"14th Every captain of a Swediſh merchantmen, who ſtrictly obſerves the above regulations and orders, ſhall enjoy a free voyage, protected by the laws of nations, and the proviſion of treaties; and the Swediſh and all public agents and Swediſh conſuls are required in the ſtrongeſt manner, to give their ſupport to the juſt and well founded complaints on the ſubject. But thoſe, who in any point whatever neglect or violate the ſame, muſt anſwer for the conſequences of their conduct, without relying upon the protection of his Majeſty.

"15th By the contents of a ſecret order, his Majeſty has prohibited the privateers of foreign nations to enter, or bring their prizes into the ports of his kingdom, except in caſe of their being driven in by diſtreſs of weather. In this caſe it is expreſsly prohibited to diſpoſe of, to buy the prizes, or any of the effects which the privateers have taken.

"To which end, publication, &c. Given at St. Peterſburgh Dec. 23, 1800.

("Signed) GUSTAVUS ADOLPHUS."

It having been well underſtood that Denmark had alſo acceded to the above convention, Mr. Drummond, his Majeſty's miniſter at Copenhagen, tranſmitted the following note to the Daniſh Miniſter for foreign affairs.

December 27, 1800.

"The Court of London, informed that Denmark is carrying on with activity negociations very hoſtile to the intereſts of the Britiſh empire, thinks that it cannot better fulfil the duties which ſuch a circumſtance preſcribes, than by addreſſing itſelf directly to the miniſter of his Daniſh Majeſty, to demand from him a frank and ſatisfactory explanation. In all the courts of Europe, they ſpeak openly of a confederacy between Denmark and ſome other powers, to oppoſe, by force, the exercice of thoſe principles of maritime laws on which the naval power of the Britiſh empire in a great meaſure reſts; and which, however, have been followed by the maritime ſtates, and acknowledged by their treaties.

A.D. 1800 "His Britannic Majeſty, relying with confidence upon the faith of the engagements recently contracted between the two courts, has not demanded from him any explanation on this head. It was his wiſh to wait for the moment when the court of Denmark ſhould think it its duty to contradict thoſe reports, ſo injurious to its good faith, and ſo little compatible with the maintenance of the good underſtanding which had been re-eſtabliſhed between the two countries. At preſent, the conduct and the public declaration of one of the powers, which it is pretended has entered into this confederacy, do not permit his Majeſty to preſerve any longer towards the reſt the ſame ſilence which he has hitherto obſerved. The underſigned, therefore, finds himſelf bound to demand from his Excellency Count de Bernſtorff, a plain, open, and ſatisfactory anſwer, on the nature, object, and extent of the obligations which his Danish Majeſty may have contracted, or the negotiations which he is carrying on with reſpect to a matter, which ſo nearly concerns the dignity of his Britannic Majeſty, and the intereſts of his people. His Britannic Majeſty, always ready to return all the marks of friendſhip which he may receive on the part of his Danish Majeſty, hopes to find, in the anſwer of the Court of Copenhagen to this requeſt, a new occaſion of manifeſting theſe diſpoſitions. In tranſmitting this note to the ſecretary of ſtate, the underſigned avails himſelf, with pleaſure, of this opportunity, to aſſure him of the high conſideration with which he has the honour to be his very humble and very obedient ſervant,

"W. DRUMMOND."

Anſwer of Count Bernſtorff.

"The underſigned ſecretary of ſtate for foreign affairs, having given an account to the King, his maſter, of the contents of the note which Mr. Drummond has done him the honour to tranſmit to him on the 27th inſtant, is authoriſed to return the anſwer which follows. The court of London muſt have received very incorrect information, to have been able for a moment to preſume, that Denmark had concluded projects hoſtile againſt it, or incompatible with the maintenance of the good underſtanding which ſubſiſts between the two crowns; and the King is very much obliged to his Britannic Majeſty, for having furniſhed him with the opportunity of contradicting, in the moſt poſitive manner,

manner, reports as ill founded, as contrary to his moſt de- A. D.
cided ſentiments. The negociation which is carrying on 1800
at St. Peterſburg between Ruſſia, Pruſſia, Sweden, and Denmark, has no other object than the renewal of the engagements, which in the year 1780 and 1781, were contracted by the ſame powers for the ſafety of their navigation, and of which a communication was at that time made to all the courts of Europe. His Majeſty the Emperor of Ruſſia, having propoſed to the powers of the north, to re-eſtabliſh theſe engagements in their original form, Denmark has ſo much the leſs heſitated to conſent to it; as, far from having ever abandoned the principles profeſſed in 1780, ſhe has thought it her duty to maintain them, and claim them upon all occaſions, and not allow herſelf to admit, in reſpect of them, any other modifications than thoſe which reſult from her treaties with the belligerent powers.

"Very far from wiſhing to interrupt thoſe powers in the exerciſe of rights which the war gives them, Denmark introduces into the negotiation with her allies, none but views abſolutely defenſive, pacific, and incapable of giving offence or provocation to any one. The engagements ſhe will make will be founded upon the ſtricteſt fulfilment of the duties of neutrality, and of the obligations which her treaties impoſe upon her; and if ſhe wiſhes to ſhelter her innocent navigation from the manifeſt abuſes and violence which the maritime war produces but too eaſily, ſhe thinks ſhe pays reſpect to the belligerent powers, by ſuppoſing, that, far from wiſhing to authoriſe or tolerate theſe abuſes, they would on their ſide, adopt meaſures beſt calculated to prevent or repreſs them. Denmark has not made a myſtery to any one of the object of her negotiations, upon the nature of which ſome ſuſpicion has been infuſed into the court of London; but ſhe has not thought that ſhe has departed from the uſual forms, in wiſhing to wait the definitive reſult of it, in order to communicate an official account of it to the powers at war. The underſigned, not knowing that any of the powers engaged in this negotiation has made a declaration, or adopted meaſures relative to this object, at which Great Britain might take offence or umbrage, cannot, without ſilence or explanation, reply to this point of Mr. Drummond's note. Much leſs does he conceive it to relate to the engagement taken by the previous convention of the 29th of Auguſt, to thoſe which Den-

mark is about to enter into with the neutral and united powers of the north; and in all cafes in which he fhall find himfelf called upon to combat, or remove the doubts that fhall have been conceived with refpect to the good faith of the King, he fhall conſider his talk to be very eaſy, as long as this good faith fhall be introduced into the reproaches or the ſuſpicions advanced againſt his Majeſty. He flatters himſelf that the Engliſh government, after having received the required explanations, will have the frankneſs to allow, that the proviſional and momentary abandonment, not of a principle, the queſtion with reſpect to which remained undecided; but of a meaſure, whoſe right has never been, nor ever can be conteſted, cannot be found at all in oppoſition to the general and permanent principles, relative to which the powers of the north are upon the point of eſtabliſhing a co-operation, which, ſo far from being calculated to compromiſe their neutrality, is deſtined only to ſtrengthen it. The undersigned would fain believe that theſe explanations will appear ſatisfactory to the court of London; and that the latter will do juſtice to the intention and ſentiments of the King, and, conformably to his Majeſty's invariable deſire to maintain and conſolidate, if poſſible, the means in his power, the friendſhip and good underſtanding which ſubſiſt between Denmark and Great Britain. He has the honour to offer to Mr. Drummond, the aſſurance of his moſt diſtinguiſhed conſideration.

"(Signed) BERNSTORFF.

"*Copenhagen, Dec.* 31, 1800.

Propoſals for Peace.

Bonaparte, after his return from Egypt, having placed himſelf at the head of the French nation as chief conſul, on the 25th of December, 1799, addreſſed a letter to the King of Great Britain, with propoſals for a general peace, to which Lord Grenville was directed to give an anſwer. The terms not being conſidered honourable to the intereſt or welfare of Great Britain, the negotiation was diſcontinued.

In the month of September, a correſpondence was again entered into between Great Britain and France, in hopes of its being the happy means of introducing a negotiation for a general peace. The following were the projects propoſed for a Naval armiſtice—the firſt project offered by France—

France—the counter project by England; and second pro- A. D.
ject transmitted in answer by France, which was finally 1800
rejected by the British government, in consequence of its requiring it to enter into a separate treaty.

TRANSLATION.

Project.

"Art. 1. There shall be a suspension of hostilities between the fleets and armies of the French Republic, and those of Great Britain.

"Art. 2. The ships of war and merchant vessels of each nation shall enjoy a free navigation, without being subject to any search, and shall observe the usage established previous to the war.

"Art. 3. All vessels of either nation captured after the —— of Fructidor, shall be restored.

"Art. 4. The places of Malta, Alexandria, Belleisle, shall be assimilated to the places of Ulm, of Philipsburg, and of Ingolstadt; that is to say, all neutral or French vessels shall have permission freely to enter them, in order to furnish them with provisions.

"Art. 5. The squadrons which blockade Brest, Cadiz, Toulon, and Flushing, shall return into their own harbours, or at least shall keep out of sight of the coast.

"Art. 6. Three English officers shall be dispatched, one directly to the admiral commanding in the Mediterranean; another to the commander of the squadron before Malta; the third, to the commander of the blockade at Alexandria, to notify to them the present armistice, and to convey to them orders to conform themselves thereunto. The said officers shall pass through France, in order the more expeditiously to arrive at their destination.

"Art. 7. His Catholic Majesty, and the Batavian Republic, are included in the present armistice.

Counter Project.

"It having been agreed that negotiations for a general peace be immediately set on foot between the Emperor of Germany, his Britannic Majesty, and the French Republic; and an armistice having been already concluded between the forces of his Imperial Majesty and those of the French Republic; it is agreed, that an armistice shall also take place between the

A. D. 1800 the forces of his Britannic Majeſty, and thoſe of the French Republic, on the terms, and in the manner following, that is to ſay—

"Art. 1. All hoſtilities, both by ſea and land, between the forces of the two contracting parties, ſhall be ſuſpended, and ſhall not be renewed until after fourteen days notice given of the termination of the armiſtice. This notice, in ſo far as relates to the ports of Europe north of Cape St. Vincent, muſt be given by one of the governments to the other, and is to be reckoned from the day in which the ſame ſhall be received by the government to whom it is given. In the Mediterranean, or other parts of the world, the notice muſt be given by the reſpective commanding officers. But in caſe of the renewal of hoſtilities between Auſtria and France, the armiſtice between Great Britain and France is likewiſe to be conſidered as terminated, ſo ſoon as ſuch renewal of hoſtilities ſhall be known to the officers commanding the Britiſh forces, except only in ſo far as relates to prizes of merchant veſſels, which ſhall be regulated by the third article of this convention.

"Art. 2. Orders ſhall be immediately ſent by the two governments to their officers in the different parts of the world, to conform themſelves to this agreement, ſea paſſes ſhall be given to the ſhips which are to carry theſe orders; and his Britannic Majeſty's officers to be ſent for that purpoſe through France, ſhall be furniſhed with the neceſſary paſſports and facilities to expedite their journey.

All prizes made in any part of the world during the continuance and operation of the armiſtice, by any officers having actually received due notice of this agreement, ſhall be reſtored: and generally, whether ſuch notice ſhall have been received or not, all prizes made in the Channel, or in the North Seas, after twelve days, (to be reckoned from the exchange of the ratifications of this convention,) ſhall be reſtored; and the ſame periods ſhall be allowed in this reſpect for the other parts of the world, as were ſtipulated by the 22d article of the preliminaries of the laſt peace.

"Art. 3. Malta, and the maritime towns and ports of Egypt, ſhall be placed on the ſame footing as thoſe places which, though comprifed within the demarcation of the French army in Germany, are occupied by the Auſtrian troops, conſequently nothing ſhall be admitted by ſea which can give additional means of defence, and proviſions only for

for fourteen days at a time, in proportion to the confumption, as it fhall be afcertained by commiffioners to be named for the purpofe, who fhall have power to eftablifh the neceffary regulations for giving effect to this ftipulation, conformably to the principles of the 4th article of the convention." A.D. 1800

TRANSLATION.

Preliminary.

"In conſideration of its having been agreed that negotiations for a general peace fhall be immediately opened between the French Republic and its allies on one ſide, and his Imperial Majeſty, his Britannic Majeſty, and their allies, on the other ſide; and that the armiſtice which has already been concluded between the armies of the French Republic, and thoſe of his Imperial Majeſty, may be prolonged, if any equivalent armiſtice ſhould be concluded between the forces of the French Republic and thoſe of his Britannic Majeſty, the two governments have agreed to conclude the ſaid armiſtice upon the following conditions:

"1. All hoſtilities by ſea and land between the two nations, ſhall be ſuſpended, and ſhall not be renewed until after a month's notification prior to the end of the armiſtice. In all parts of the world the armiſtice ſhall not be broken without the expreſs orders of the contracting governments; and hoſtilities ſhall not be renewed until a month after the notification which may have been given by the general or commanding officer of one of the two nations, to that of the other nation.

"2. Orders ſhall be immediately tranſmitted by the two governments to the commanding officers in the ſeveral parts of the world, directing them to act in conformity with this convention. Paſſports ſhall be given to the perſons who ſhall carry out theſe orders; and the officers of his Britannic Majeſty, who ſhall travel through France for this purpoſe, ſhall receive ſafe conducts, and the neceſſary facilities for accelerating their journey.

"3. All prizes made in any part of the world during the continuance of the armiſtice, by any officer having ſtood or received the notification of this convention, ſhall be reſtored. And generally, whether this notification ſhall have been made or not, all prizes made in the Channel, or in the North Seas, after twelve days, to be computed from

A.D. 1800 from the exchange of the ratifications of this convention,) ſhall be reſtored; and, in regard to this object, the terms ſhall be fixed for the other parts of the world, conformably to the ſtipulations of the 22d article of the preliminaries of the laſt peace; whence it reſults, that, computing from the day of the ſaid exchange, all trading veſſels of either nation ſhall have the power of putting out to ſea, and of navigating freely as before the war.

"4. Malta and Egypt ſhall be aſſimilated to the places in Germany; which, although blockaded by the French arms, have been permitted to enjoy the benefit of the continental armiſtice: Malta ſhall be furniſhed with proviſions for fifteen days at a time, at the rate of 10 000 rations per diem. With regard to Egypt, ſix French frigates ſhall have the liberty of ſailing from Toulon, of unloading at Alexandria, and of returning without being fearched, and without ſuffering any oppoſition during their paſſage, either from Engliſh ſhips, or from thoſe of the allies of Great Britain. An Engliſh officer of rank ſhall for this purpoſe embark on board one of the frigates, and ſhall travel through France on his way to Toulon.

"5. The blockade of Breſt, of Toulon, and of every other French port, ſhall be raiſed; and all the Britiſh captains ſhall receive inſtructions not to interrupt the trade of any veſſel either entering therein, or going out thereof. No ſhip of the line, however, of two or three decks, actually at anchor in the ſaid ports, ſhall be at liberty to go out before the renewal of hoſtilities, for the purpoſe of changing its ſtation; but frigates, ſloops, and other ſmall ſhips of war may freely go out and navigate, and in the event of their meeting at ſea, with ſhips belonging to his Britannic Majeſty, they ſhall obſerve the cuſtoms eſtabliſhed between friends.

"6. The land forces in the pay of his Britannic Majeſty, ſhall not have the power of diſembarking in any port of Italy during the continuance of the preſent armiſtice.

"7. The allies of France, namely, Spain, the Batavian Republic, and Genoa, ſhall participate in the benefit of the preſent armiſtice. If his Britannic Majeſty ſhall think proper to bring his allies in the armiſtice, they ſhall enjoy the ſame advantages with thoſe of France."

"8. The

9th. The preſent convention ſhall be ratified, and A.D.
the ratification exchanged in the ſpace of ten days, or 1800
ſooner, if it ſhould be poſſible.

MEDITERRANEAN.*

Vice Admiral Lord Keith, early in the year, cruized off the harbour of Valette, in the iſland of Malta, to prevent the French from throwing any ſuccours into it.

His lordſhip having received certain intelligence, that an enemy's ſquadron was expected to make the attempt—directed Lord Nelſon to proceed to windward of the iſland, to look out with three ſail of the line,† the Lion to keep off the paſſage between Gozo and Malta, and the Alexander off the S. E. ſide of the iſland, whilſt he remained in the Queen Charlotte, with the Phaeton, Serena, Neapolitan frigate, and the Minorca ſloop, cloſe in with the mouth of the harbour.

On the morning at day-light, on the 18th of February, Lord Nelſon diſcovered the Alexander in chace of a line of battle ſhip, three frigates, and a corvette. About eight o'clock the ſtrid ſeveral ſhot at one of the enemy's frigates, which ſtruck her colours, and leaving her to be ſecured by the ſhips aſtern, continued the chace. The Audacious and Le Corſe were ordered to take poſſeſſion of her.

At half paſt one P. M. the enemy's frigate and corvette tacked; but the line of battle ſhip not being able to tack without coming to action with the Alexander, bore up. The Succeſs being to leeward, Captain Peard with great judgment and gallantry, lay across his boweſe and raked him with ſeveral broadſides; in paſſing the French ſhip's broadſide ſeveral ſhot ſtruck the Succeſs, by which one man was killed; the maſter and eight men wounded.

At half paſt four, the Foudroyant and Northumberland coming up, the former fired two ſhot, when the French

* Appendix, Chap. II. No. 202. Fleet in the Mediterranean.

Ships.	Guns.	Commanders.
[illegible]	80	Sir Horatio Nelſon, Lord Nelſon, Captain Ed. Berry.
[illegible]	[illegible]	—— D. Gould.
[illegible]	74	—— C[illegible]
[illegible]	[illegible]	—— S. Peard.
[illegible]	[illegible]	—— W. Rowley.

A.D. 1800 ſhip ſunk her broadſide, and ſtruck her colours. She proved to be *Le Genereux*,* of 74 guns, bearing the flag of Rear Admiral Perrée, commander in chief of the French naval force in the Mediterranean, having a number of troops on board from Toulon, bound for the relief of Malta.

Lord Nelſon attributes the capture of this ſhip to the extreme good management of Lieutenant William Harrington, who commanded the Alexander in the abſence of Captain Ball.

His Lordſhip alſo ſpeaks highly of the gallant behaviour of Captain Peard.

The other ſhip taken was a large armed tranſport, with ſtores, proviſions, &c. for Malta.

On the 14th of March, Lord Keith iſſued a proclamation which is ſignified to all neutral powers, that the ports of Toulon, Marſeilles, Nice, and the coaſt of the river of the Levant were in a ſtate of blockade.

On the 17th of March, Vice Admiral Lord Keith ordered Captain Ford to proceed with the Queen Charlotte of 110 guns, to reconnoitre the iſland of Cabrera, about thirty miles from Leghorn, in the poſſeſſion of the French, and which it was his lordſhip's intentions to attack. On the morning of that day, when the Queen Charlotte was about three or four leagues from Leghorn, ſhe was diſcovered to be on fire. Every poſſible aſſiſtance was immediately forwarded from the ſhore; but a number of boats, it ſeems, were deterred from approaching the ſhip, in conſequence of the firing of the guns, which were loaded, and when heated by the fire, diſcharged their contents in all directions.

Mr. John Bond, the carpenter, who was one of thoſe ſaved, gives the following ſtatement of this melancholy and calamitous diſaſter.

"He reports that about twenty minutes after ſix o'clock in the morning, while he was dreſſing himſelf, he heard throughout the ſhip a general cry of 'fire.' On which he immediately ran up the fore ladder to get upon deck, and found the whole half deck, the front bulk head of the admiral's cabin, the main mizen ſhrouds and boat's covering on the booms all in flames; which, from every report and probability, he

* One of the ſhips that eſcaped out of the bay of Aboukir, on the 1st of Auguſt 1798.

apprehends

apprehends was occafioned by fome hay, which was lying under the half-deck, having been fet on fire by a match in a tub, which was ufually kept there for fignal guns. The main-fail at this time was fet, and almoft inftantly caught fire; the people not being able to come to the clue garnets on account of the flames. A.D. 1800

"He immediately went to the forecaftle, and found Lieutenant Dundas and the Boatfwain encouraging the people to get water to extinguifh the fire. He applied to Mr. Dundas, feeing no other officer in the fore part of the fhip (and being unable to fee any on the quarter-deck, from the flames and fmoke between them) to give him aflifiance to drown the lower decks, and fecure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himfelf, with as many people as he could prevail upon to follow him; and the lower deck ports were opened, the fcuppers plugged, the main and fore hatches fecured, the cocks turned, and water drawn in at the ports, and the pumps kept going by the people who came down, as long as they could ftand at them.

"He thinks from thefe exertions, the lower deck was kept free from fire, and the magazines preferved for a long time from danger; nor did Lieutenant Dundas, or he, quit this ftation, but remained with all the people who could be prevailed upon to ftay, till feveral of the middle deck guns came through the deck.

"About nine o'clock, Lieutenant Dundas, and he, finding it impoffible to remain any longer below, went out at the fore-moft lower deck port, and got upon the forecaftle; on which he apprehends there were then about 150 of the people drawing water and throwing it as far aft as poffible upon the fire.

"He continued about an hour on the forecaftle, and finding all efforts to extinguifh the flames unavailing, he jumped from the jib-boom, and fwam to an American boat approaching the fhip, by which he was picked up and put into a Danifh, then in the charge of Lieutenant Stewart, who had come off to the aflifiance of the fhip.'

(Signed) "JOHN BAIRD."

Leyden, March 18, 1800.

Captain Pole, with Mr. Bainbridge, the firft lieutenant, remained upon deck to the laft moment, giving orders for

A.D. 1820 for faving the crew without thinking or providing for their own fafety.

About 160 only were faved out of the fhip's company, which amounted to upwards of 840.

A Lift of the Officers, &c. who were on Shore at Leghorn when his Majefty's Ship, Queen Charlotte, was burnt.

Vice Admiral Lord Keith; and with his lordfhip,
Lieutenant John Stewart.
Mr. Brown, Secretary.
Mr. James Meek, fecretary's clerk.
George Sutherland, fervant to Lord Keith.
Matthew Milldridge, (boy) fervant to Lieutenant Stewart.

On Shore, not knowing the Ship was ordered to Sea.

The Rev. Samuel Cole, chaplain.
Mr. John Greenway, mafter's mate.
Mr. John Lloyd, } midfhipmen.
Mr. Charles Rutherford, }
Mr. William Wakelin, fecretary's clerk.

Lift of the Officers faved from the Wreck.

Lieutenant Archibald Duff.
Alexander Campbell.
Hon. G. H. L. Dundas.
Lieutenants Ferguſon and Peebles, of marine.
Mr. John Baird, carpenter.
Mr. Andrew Dickſon, gunner.
Mr. Jofeph Erſkine, }
Mr. Thomas Howard, } midfhipmen.
Mr. Charles W[illegible], }
Mr. John Lari[illegible] ecretary's office, and 146 feamen and marines.

Lift of the Officers [illegible] in the Queen Charlotte, off Leghorn Mole, March 17th.

Captain Andrew Todd.
William Bainbridge, }
James Erſkine, } Lieutenants.
Kolecken, (Ruſſian navy) }

Captain

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Captain Joſeph Bredon, marines.
Mr. Thomas Whidden, maſter.
Mr. Thomas Marſh, purſer.
Mr. John Fraſer, ſurgeon.
Mr. John Bridgeman, boatſwain.
Mr. Roger Major,
Mr. Hector Ray,
Mr. Griffith Bowen,
Mr. William Robinſon, } maſters mates.
Mr. J. A. B. Frederick,
Mr. Norman Macleod,
Mr. James Vane,
Mr. Francis Leith,
Mr. John Franklin,
Mr. Silverius Moriaty,
Mr. Thomas Bridgeman, ſon to the boatſwain,
Mr. Charles Dickſon, ſon to the gunner,
Mr. Edward Brown,
Mr. William Penman,
Mr. John Smithers,
Mr. James Erſkine Scott,
Mr. John Campbell,
Mr. Campbell Douglas,
Mr. Adam Rutherford,
Mr. Francis Searle,
Mr. George Searle,
Mr. James Somerville, } midſhipmen.
Mr. William Beville, ſecretary's clerk.
Mr. Robert Holt, ſchoolmaſter.
Mr. John Ray, captain's clerk.
Mr. Robert Martin,
Mr. John Pocock,
M. ——— Sproule. } ſurgeon's mates.

In conſequence of the loſs of the Queen Charlotte, Lord Keith hoiſted his flag on board the Audacious, and ſoon after ſhifted it to the Minotaur. His lordſhip proceeded with part of his fleet off Genoa, which port he blocked up; and continued to co-operate with the Auſtrian general Melas, until the beginning of June, at which time the French army evacuated that city and the whole Genoeſe territory.

A. D. 1800 During the blockade of Genoa, the city and Mole were frequently bombarded by the British flotilla; in one of these attacks, Captain Philip Beaver, of the Aurora, who was entrusted by Lord Keith, with the command of it, in a most spirited and gallant manner, under a smart fire of cannon and musquetry from the moles, and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, La Prima of 50 oars, and 257 men armed, mounted with two brass 36 pounders, and 30 brass swivels in her hold. Only four men were wounded in performing this service.

On the 21st of March, Captain Austen, in the Petterell sloop of war, stood into the bay of Marseilles; and within six miles of the town, most gallantly attacked a ship, brig, and xebecque corvettes belonging to the French republic; drove on shore the ship and xebecque, and brought off the brig, without sustaining any loss in men, and but little damaged in the rigging, &c. although at one time within a cable's length of the shore exposed to two batteries.

The Ligurienne brig taken, was mounted with 16 guns and 104 men, commanded by a Lieutenant de Vaisseau, who with one seaman was killed; and two wounded. This vessel was built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease.

The prisoners informed Captain Austen, that the ship was Le Genie, mounting [illegible] and the xebecque Le Ballon of 6 guns.

The [illegible] was obliged to surrender [illegible] 16th of May. The [illegible] Captain Downman of the [illegible] who with Captain Settimo of the Neapolitan [illegible] and Lieutenant Jackson, acting captain of the Canada, executed it with such perseverance [illegible].

Captain [illegible] Dixon, being stationed off Malta, with [illegible] sail of the line, in order to prevent succours

Ships.	Guns.	Commanders.
[illegible]	64	Capt. Manley Dixon.
[illegible]	[illegible]	[illegible] Bertie.
[illegible]	32	Lieut. Harmerston, acting
[illegible]	32	—— H. Blackwood.
[illegible]	16	—— Geo. Miller.
[illegible]	[illegible]	—— Geo. Lowe.
[illegible]	[illegible]	—— Broughton

being

being thrown in, or any of the enemy's ſhips of war eſcaping out of the ports. On the night of the 30th of March, Captain Dixon, for the purpoſe of obſerving the enemy's motions more narrowly, directed Captain Blackwood, in the Penelope, to ſtand cloſe in to the Valette. About midnight, an enemy's ſhip was deſcried by him, when the Minorca was ſent to inform Captain Dixon of it; Captain Blackwood making alſo the neceſſary ſignals, and giving chace himſelf. The ſquadron which was at anchor, inſtantly cut or ſlipped their cables, and went in purſuit under a preſs of ſail; guided ſolely by the cannonading of the Penelope. At day-break the Lion had arrived within gun ſhot of the chace, and the Penelope was obſerved to be within muſquet ſhot, raking her, the effects of a cloſe well directed fire during the night, had ſhot away her main and mizen top-maſts and main-yard; the enemy appeared in great confuſion, being reduced to his head ſails, going with the wind on the quarter. A.D. 1800

The Lion was run cloſe alongſide; the yard-arms of both ſhips being juſt clear, when a deſtructive broadſide of three round ſhot in each gun was poured in, luffing up acroſs the bow, when the enemy's jib-boom paſſed between the main and mizen ſhrouds; after a ſhort interval the boom was carried away, and the ſhips diſentangled; Captain Dixon's object was to prevent either being boarded, or expoſing himſelf to the powerful broadſide of the enemy; he therefore maintained his poſition acroſs her bow, firing to great advantage; whilſt ſhe could only return with her bow chaſers and muſquetry, which was prodigious, being full of troops. In about fifty minutes after the engagement began, the Foudroyant came up under a preſs of canvas, and hailed the enemy to ſtrike, which being declined, a moſt gallant and furious action enſued, the Lion and Penelope frequently doing great execution; in about an hour and a half, the enemy being completely diſmaſted, ſtruck.

She proved to be the Guillaume Tell, of 86 guns, and 1000 men, bearing the flag of Rear Admiral Decres, the only remaining ſhip of the French fleet which was in the action of the 1ſt of Auguſt, 1798.

On this ſhip's arrival in England her name was changed to the Malta.

The Foudroyant had 8 men killed, and 61 wounded.

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The Lion, 7 killed, and 38 wounded.
The Penelope, 2 killed, and 2 wounded.

Captain Sir Edward Berry* was ſlightly wounded, but did not quit the deck; Lieutenant A. Blare, Philip Bridge, boatſwain, Edward Weſt, Grenville Proby, Thomas Cole, midſhipmen, wounded.

Lion—Mr. Hugh Roberts, midſhipman, killed; Mr. Alexander Hood, wounded.

Penelope—Mr. Damerel, maſter, killed; Mr. Silthorpe, midſhipman, wounded.

The French account of this Action, ſent by Vice Admiral Decres, to the Miniſter of the Marine and the Colonies.

1ſt Floreal, 8th Year.

"Citizen Miniſter,

"I have the misfortune to tranſmit to you, an account of the capture of the ſhip William Tell, commanded by Captain Saunier, and on board of which I had recently hoiſted my flag. It was on the 8th Germinal, at eleven o'clock at night, when the ſhip left the port, the moon had gone down about an hour; ſcudding before the wind, ſhe had already doubled a part of the enemy's fleet, when ſhe was recognized by a frigate, which immediately purſued her, at the ſame time bring her guns in order to point out the chace, and bring up the enemy's ſhips. It was the Penelope of 44 guns, which unfortunately gained ground of the William Tell; ſhe gained ſo faſt upon her, that at one o'clock on the morning of the 9th, ſhe was near enough to fire right into her ſtern. The William Tell returned the fire from her ſtern chaſers; her ſhot ſeveral times ſtruck the Penelope, but did not prevent her repeating her fire during the whole of the night, with all the advantage ſhe derived from her ſuperior ſtyle of ſailing, and the choice of poſition, as well as from the neceſſity which compelled me to fly. An hundred times I was tempted to manœuvre in order to cripple her from fighting,

* In June, the royal family of Naples, came from Palermo to Leghorn, on board the Foudroyant: before they left her, the Queen preſented Sir Edward Berry with a gold box, ſet with diamonds, and a diamond ring.

as

as well as ſome cutters that followed her, and annoyed us with their fi[illegible] the wind blew freſh, and I obſerved, notwithſtanding [illegible] ſeveral ſhips at the ex[illegible] the horizon in full ſail to ſupport her, I was ſenſible that by lying to, I ſhould be giving them all time to come up, and that my eſcape would be impoſſible. We were thus annoyed during the whole of the night, by this frigate, whoſe fire brought down our main top-maſt about five in the morning. At that moment the Lion of 64 guns, came up within muſquet ſhot to the larboard of the William Tell, while the Penelope continued firing a-ſtern. For three quarters of an hour, during which time the Lion was on our quarter, a briſk fire was maintained on both ſides. At laſt her's ſlackened, and we were within piſtol ſhot of each other, when, perceiving that there was not a ſingle perſon on the quarter deck, I ordered Captain Saunier to ſeize the firſt opportunity of boarding. The firſt attempt made by that gallant officer did not ſucceed, owing to the precautions of the enemy; but having tried a ſecond effort, the William Tell's bowſprit was entangled in the ſhrouds of the Lion, and we ſhould certainly have ſucceeded in boarding, if our bowſprit had not gone in two, and diſengaged the ſhips, at the moment when one of our ſailors had reached a part of their rigging, and a troop of brave fellows were preparing to follow him. This *coup de main* failing, the Lion without a ſingle ſail, her rigging cut to pieces, and her maſts ready to go by the board, was compelled to fall back without firing a ſingle cannon. The William Tell for ſome minutes purſued her, but was ſoon compelled to quit her, in order to receive the Foudroyant, who now took part in the engagement. It was about ſix o'clock, the Foudroyant of 84 guns, one of the fineſt veſſels in England, paſſed a-ſtern of the William Tell, calling out to her to ſtrike, and at the ſame time pouring in her whole broadſide. In conſequence of their manœuvres the two ſhips were ſoon alongſide of each other, the Foudroyant on the ſtarboard, and the Penelope on her quarter; the fire at that moment on both ſides was terrible, we continued as cloſe to each other as it was poſſible, without being able to board. In about thirty-ſix minutes the fore-maſt of the William Tell gave way, and at three quarters paſt ſix her main-maſt ſhared the ſame fate. The ſails and rigging of the Foudroyant were

A.D. 1800

A.D. 1800 cut to pieces, and ſhe was for ſome time ungovernable, and as her ſtern was towards us, her mizen-maſt was divided, and ſeveral of her yards were hanging in different directions. In the mean time the Lion, which had retired from the engagement for more than an hour, had repaired her damage, and returned to attack us on our larboard. In the ſtate in which the William Tell was, I confeſs I had but little hopes of the iſſue of ſo unequal a combat, but the determined reſolution of her crew was ſuch, that I was certain ſhe would be dearly purchaſed by the enemy; beſides while the ſhip was manageable, we were capable of any bold attempt, without dread of the conſequences. It was for that reaſon I ordered Captain Saunier to board the Foudroyant, whoſe fire I perceived had abated. The commander ſeized the firſt opportunity that preſented itſelf, and ruſhing ſuddenly on her ſtarboard, he croſſed her bowſprit. The enemy judging of our intention, manœuvred in order to prevent our boarding; the two veſſels nearly touched each other, but could not abſolutely meet. The reſult of this manœuvre was, that the Foudroyant, which had already loſt her mizen maſt, was terribly mauled both fore and aft, her fore-top-maſt had fallen, and ſhe was fain to ſheer off with what maſts ſhe had ſtanding. During the reſt of the engagement ſhe kept at a diſtance, which did not admit of our boarding her. It was then that Captain Saunier, who had directed the manœuvre with uncommon ability, was ſeverely wounded. He was immediately replaced by Lieutenant Donadieu, an officer of very great merit. From ſeven o'clock the William Tell, having only her mizen and mizen top-maſt left, had to engage two ſhips of the line and a frigate; ſhe anſwered their fire by both her broadſides, and frequently by her guns a-ſtern. The rigging had ſeveral times taken fire, and had been repeatedly extinguiſhed; ſeveral explosions which I had heard on board the enemy's ſhips, aſſured me that the ſame accident had happened to them. Unfortunately the falling of the maſts obſtructed the working of ſeveral of our larboard guns, and we were obliged to be continually throwing water on that ſide where the ruins of the maſts and rigging, which we were unable to remove with ſufficient ſpeed, threatened every moment to ſet fire to the ſhip. At eight o'clock (and I mention this moment, becauſe I cannot determine what was the ſtate of the guns at the end of the action)

action) there were two deſtroyed by the enemy's ſhot, and nineteen diſmounted without reckoning thoſe on the quarter deck. As the main-maſt had been twice cut, one of the pieces, which was fourteen feet long, lay acroſs the quarter deck, and ſo entirely obſtructed it, that it was impoſſible to move. Notwithſtanding the accident, and the appearance of the blood, which overflowed all the decks, the reſolution of the crew ſeemed to increaſe; and notwithſtanding the united fire of three ſhips of the line, the defence of the William Tell, at half paſt eight, was ſtill vigorous; at that moment her mizen-maſt fell on the ſtarboard ſide. The whole of that ſide againſt which the fire of the Lion was directed, was obſtructed by the maſts. The enemy taking advantage of our embarraſſed ſituation, were able to chuſe that which was moſt convenient for them, while it was impoſſible for us to avail ourſelves of the ſame advantage. The Foudroyant which had received the moſt of our fire, was unable to haul on our ſtarboard, but the Lion was on our larboard quarter, though her ſails, rigging, and yards were cut to pieces. At length the Penelope, which had received but little damage, headed us, and the William Tell received the fire of all the three, without a maſt ſtanding, the ſhip ungovernable, reeling from the violent motion of the waves, which ſhe had no maſt or ſail to counteract, we were obliged to ſhut our lower ports, in order to prevent her filling. In this ſituation it was too evident, not only that it was impoſſible to ſave the ſhip, but that it was out of my power further to injure the enemy. I was ſenſible, that the men I might loſe by a longer reſiſtance, would be the uſeleſs victims of a vain obſtinacy; upon this conviction, and perſuaded that the defence of the William Tell had been in every reſpect truly honourable, I thought it my duty to ſubmit to fortune; and about 35 minutes paſt nine, after the ſhip was a wreck, the flag was ſtruck. The Penelope was the only ſhip able to take poſſeſſion of her, and board her with a ſufficient number of ſailors to carry her to Syracuſe. The enemy did not attempt to conceal the conſiderable loſs they ſuſtained; and from what I have ſeen, and what I was informed immediately after the affair, it is certain that in this reſpect, the vanquiſhers have not been more fortunate than the vanquiſhed. I deem it ſuperfluous to make any encomiums on the conduct of the crew of the William Tell; the fact alone of the engagement, and of

A. D. 1800

A.D. 1800 the three attempts to board, which, notwithſtanding the ſuperiority of the enemy, promiſed ſucceſs, will ſufficiently inform you, citizen miniſter, what confidence I was juſtly inſpired with by the talents of the captain, the devotion of the officers, and the bravery of the whole crew I had the honour to command.

"DECRES."

On the 6th of April, the boats of the Mermaid, Captain Oliver, cut out ſix veſſels, and deſtroyed three others which had taken ſhelter under a fort near Cape Corſette.

On the 6th of April, Rear Admiral Duckworth being on a cruize with a ſmall ſquadron off the Straits, fell in with, and after a ſhort running fight, captured part of a Spaniſh convoy, with two of the frigates out of three which were eſcorting them.* They were bound to Lima, and richly laden. The Carmen had on board the Archbiſhop of Buenos.

In the month of June Rear Admiral Sir Richard Bickerton arrived in the Mediterranean, and was ſoon after ſent by Lord Keith to command the blockade of Cadiz.† Upon his arrival off this port, he gave freſh notice to the foreign conſuls reſiding in that city, that the port of Cadiz continued in a ſtate of blockade.

All neutral veſſels going into that harbour unloaded, would paſs free and without being ſearched; but that no loaded ſhips coming from that port, would be permitted to ſail without a paſſport firſt obtained from the commander in chief in the Mediterranean.

On the night of the 24th of Auguſt, the French frigates

* BRITISH.

Ships.		*Guns.*	*Commanders.*
Leviathan	-	74	Rear Ad. Duckworth, Capt. J. Carpenter.
Swiftſure	-	74	—— B. Hallowell.
Emerald	-	36	—— T. M. Waller.

SPANISH.

Ships	*Guns.*	*Men.*	*Commanders.*
Carmen	- 36	340	Don Franquin Porcel, Commodore.
Florentin	- 36	314	Don Manuel Norates.

The Spaniſh frigates had on board 3000 quintals of quickſilver.

† Appendix, Chap. II. No. 403. Squadron at the blockade of Cadiz.

La Juſtice and La Diane, ſlipped out of the harbour of Valetté, in hopes to eſcape the vigilance of the Britiſh cruizers employed at the blockade of Malta; they were however diſcovered, purſued, and after a chace of ſeveral hours, La Diane, of 42 guns, having on board only 114 men, was taken: La Juſtice eſcaped. She was the only veſſel remaining which had not been either taken or deſtroyed of the fleet at Aboukir. A.D. 1800

Capt. W. Ricketts, of the El Corſo ſloop of war, with the Pigmy cutter, having been ſent by Lord Keith to deſtroy ſome veſſels in the port of Cefenatico, finding it impoſſible to approach within gun ſhot of the Mole, on the night of the 26th of Auguſt, diſpatched Lieutenant John Lucas Yeo, with the boats, to perform this ſervice, which he executed with great judgment and gallantry; deſtroyed thirteen veſſels, five of which were ſunk at the mouth of the harbour, and both piers entirely conſumed.

That the intent of this enterprize might not be loſt on the coaſt, Captain Ricketts ſent in the following note.

"*To the Inhabitants of Cefenatico.*

"The treachery of your municipality, in cauſing to be arreſted an officer with diſpatches, has been long known to the Britiſh admiral in theſe ſeas.

"The municipality may now ſadly know that the ſeverity of judgment, long delayed, is always exemplary.

"That the innocent ſuffer with the guilty, though much to be regretted, is the natural feature of war; and the more terrible the infliction on this occaſion, the more ſtriking the example ſhould prove to ſurrounding municipalities.

"W. Ricketts."

On the evening of the 3d of September, Captain T. Louis, of the Minotaur, diſpatched the boats of that ſhip, with thoſe of the Niger, to cut out or deſtroy two Spaniſh corvettes, which were lying in Barcelona Roads, which were ſuſpected to be laden with ſtores, &c. for the relief of Malta. The command of this enterprize was intruſted to Captain Hillyar, of the Niger, and Lieutenant Schomberg, of the Minotaur, who volunteered their ſervices; aſſiſted by Lieutenants Warrond and Lowry, of the Minotaur, Healy, of the Niger; Lieutenant Jewell, of the marines; and Mr. Reid, maſter.

About

A. D. 1800 About eight o'clock the boats put off from the ſhip; as they rowed towards the ſhore, a Swediſh veſſel was diſcovered ſtanding into the road, of which circumſtance Captain Hallowell availed himſelf, by putting on board of her a number of his people, and taking the boats in tow, got alongſide the corvette about nine o'clock, without being perceived, or the crew even ſuſpecting that he was in danger of an attack. The alarm was no ſooner given, than a heavy fire commenced from the ſhips, four ſtrong batteries, ten gun-boats, two ſchooners, and ſhells thrown from the fort of Mount Load. As ſoon the corvettes were carried, after a ſhort reſiſtance, and brought off. They proved to be El Gimnalda and La Paz, each mounting 22 braſs guns, about 400 tons, laden with proviſions, ſtores, &c. ſuppoſed bound to Batavia, on Dutch account; as ſeveral Dutch officers were found on board, and they were to have taken 300 troops of the regiment of *Batavian* Swiſs on board at the iſland of Minorca.

The loſs ſuſtained, amounted to two ſeamen killed and five wounded belonging to the Niger; Mr. Reid, maſter of the Minotaur, ſlightly wounded. La Paz had one killed, and four wounded; El Gimnalda, 2 killed and 17 wounded.

The capture of theſe veſſels, under cover of a neutral flag, became a ſubject of much diſcuſſion between the courts of Spain and Sweden, with the other northern ſtates and Great Britain. It was no ſooner known at Madrid, than the following circular letter was addreſſed by the Spaniſh miniſter to the foreign miniſters at the court of Spain, complaining of the violation of the right of neutral flags.

Circular Letter to the Ambaſſador and Foreign Miniſters to the Court of Spain.

"Sir,

"I have the honour to communicate to you a copy of the memorial which the King, my maſter, has ordered me to ſend to his miniſter at Stockholm, in order to be tranſlated to the miniſtry of his Swediſh Majeſty.

"The principles which are eſtabliſhed in it, and the event which has given riſe to it, are of a nature to intereſt all the commercial nations of Europe, particularly the neutral powers.

"His Majeſty is perſuaded that your government will ſee the affair in the ſame point of view, and he flatters himſelf

himſelf that it will concur in effacing, as much as poſſible, A. D.
from the annals of this war an attack ſo deſtructive of the 1800
confidence and hoſpitality of which neutral and friendly flags enjoy.

"I repeat the aſſurances of my conſideration and eſteem, and I am Sir, &c.

"(Signed) Chevalier D'URQUIJO."

"*St. Ildephonſo, Sept.* 17, 1800."

Letter to the Miniſter of Foreign Affairs of the King of Sweden.

"Sir,

"The King, my maſter, has ſeen with the greateſt indignation, by a report which the Conſul of his Swediſh Majeſty at Barcelona has tranſmitted to the Captain-General of Catalonia, containing the declaration of Captain Radbardt, of the Swediſh galiot the Hoffnung, that on the 4th of September laſt, in the afternoon, two Engliſh ſhips of the line and a frigate forced the ſaid captain, after having examined and found his papers according to rule, to take on board Engliſh officers and a conſiderable number of ſailors, and to ſuffer himſelf to be towed at night-fall by ſeveral Engliſh chalops to the harbour of Barcelona, and under the cannon of its batteries.

"That the Engliſh having reduced the ſaid captain and his crew to ſilence, by holding a piſtol at his breaſt, got poſſeſſion of the helm, and made at nine P. M. by means of the ſaid ſhip and the chalops ſurrounding it, an attack upon two frigates under the Spaniſh flag, who were there at anchor, who, not ſuſpecting that this friendly and neutral ſhip conceaſed enemies on board, and could be made uſe of for the moſt —— attack, were taken almoſt by ſurpriſe and forced to ſurrender.

"I refer you for the other particulars, and for the violence committed by the Engliſh on the Swediſh ſhip, to the declaration of the captain hereunto annexed.

"The King, my maſter, could not conſider that event but as intereſting the rights, and wounding the intereſts of all the powers of Europe, without excepting England, and above all, as the heavieſt inſult to the flag of his Swediſh Majeſty.

"In fact, it is evident that the belligerent powers, by admitting neutral ſhips into their harbours and ports, wiſhed

to

A.D 1760 to soften the scourge of war, and to preserve those commercial relations between the people of different nations, which their mutual wants require.

"Every thing therefore that tends to render the navigation suspected and dangerous, injures in an equal degree the rights and interests of all nations.

"But in the present case, the rights and honour of the Swedish flag have been violated in so outrageous a manner, that few examples of such a violation can be found in the naval history of Europe.

"The attack, if it were to remain unpunished, would tend to embroil two friendly powers, annihilate their commercial relations, and cause the flag which should suffer it to be confiscated as the secret auxiliary of the enemy's powers, and would thus force Spain to take such measures as the interest of his vessels and the security of his ports should command.

"Yet the King, my master, wishes still to believe that the Swedish captain has not been guilty of the least connivance with the English, and that he yielded only to their force and their great number.

"Under this supposition, the King has ordered me to lay before his Swedish Majesty, this grievous insult committed against his flag; and not doubting the resentment which he will feel at a procedure equally low and disloyal on the part of some officers of the British navy, he expects that the Court of Stockholm will make to the English Ministry the most serious representations, in order that the officers who have rendered themselves culpable upon this occasion, be punished severely, and that the two Spanish frigates surprized and carried off from the harbour of Barcelona by a stratagem equally contrary to the rights of nations and the rules of war, be immediately restored with their cargoes, as having been illegally surprized by means of a neutral ship, which served as an instrument to the aggressors.

"His Catholic Majesty thinks himself so much the more entitled to consider the success of this reclamation as certain, as the English government even cannot dissemble that its enemies, by following a similar example, might equally have also made use of neutral vessels to infest its harbours, and do in its ports all possible damage.

"But

A. D. 1800

"But if, contrary to all expectation, the ſteps of his Swediſh Majeſty, at the Court of London, to obtain reparation for the injury done to his flag, as well as the reſtitution of the two Spaniſh frigates, ſhould not have the deſired ſucceſs before the end of this year, his Majeſty will be obliged, though with much regret, to adopt, towards the Swediſh flag, meaſures of precaution which ſhall in future ſhelter his harbours and ports from an abuſe as dangerous and revolting, as that which the Engliſh have juſt committed.

"I have the honour to be, &c.

"Chevalier D'URQUIJO.

St. Ildephonſo, Sept. 19, 1800.

Note—The declaration of the Swediſh captain gives an hiſtorical recital of the tranſaction.

STATE PAPER.

Note tranſmitted by the Swediſh Miniſtry to the Miniſter of his Catholic Majeſty at Stockholm, in anſwer to the Repreſentations of the Spaniſh Court, dated St. Ildephonſo, Sept. 17, 1800.

"*Drottningholm, October* 22, 1800.

"His Swediſh Majeſty has underſtood with the utmoſt concern the violence uſed by ſome officers of the Engliſh navy, towards a merchant ſhip from Swediſh Pomerania, by employing the ſame in an hoſtile enterpriſe againſt two frigates in the Road of Barcelona. He perfectly accords with his Catholic Majeſty, with reſpect to the light in which this new abuſe of power is to be conſidered, and the common danger which ſuch examples muſt occaſion both to neutral and belligerent powers. His Majeſty will therefore immediately make remonſtrances to the Court of London, to which he is equally induced by his friendly connections with the Spaniſh court, and the violation of the neutrality of his flag. In theſe remonſtrances, which will have for their firſt object the right of the Swediſh flag, and of Swediſh ſubjects, His Catholic Majeſty will certainly admit it to be right that the King ſhould conſider himſelf as the principal party; but while he attends to his own intereſts, he will not neglect thoſe of Spain. Juſtice requires that what has been obtained in an unjuſtifiable manner ſhould

be

A. D. 1803 be reſtored. His Majeſty will demand, but without anſwering for the conſequence of this meaſure. He will, when it ſhall be time, make confidential communications to the Spaniſh court with reſpect to the diſpoſitions which the Engliſh government ſhall manifeſt on the ſubject; but the juſtice of his Catholic Majeſty will undoubtedly leave to him the free choice of the forms and means to be employed in this negotiation, nor attempt to limit any preciſe time and mode of reſtitution. Spain and all Europe are acquainted with the long proceſs which Sweden has carried on in London on the ſubject of reſtitution; and there can be no reaſon to expect that ſpeedier juſtice will be done in a cauſe which requires reſtitution to be made to an enemy. In the mean time, his Swediſh Majeſty cannot conſider himſelf as liable to any kind of reſponſibility with reſpect to an affair, to the cauſes of which he was an entire ſtranger. According to the ſtatement of the Spaniſh court itſelf, it was, under the circumſtance in which it took place, not ſuppoſed that the Swediſh government and nation were involved in it. It would be much to be lamented, ſhould the injuſtice of a third power be able to break connections which ſeveral direct diſcuſſions during the preſent war have not altered. Unfortunate events of this nature have frequently taken place, and ſeem as if they were peculiar to Spaniſh ports. A Swediſh ſhip which was taken by the Engliſh in the harbour of Paſſage itſelf; a ſecond Swediſh ſhip plundered and entirely deſtroyed by the French in Alicant; and ſeveral others taken by French privateers at the entrance of the harbour of Malaga, have occaſioned his Swediſh Majeſty to make friendly repreſentations and remonſtrances to the court of Spain, to procure reſpect and ſecurity to the trade of his kingdom. His Majeſty would have been happy to have ſeen the Court of Spain manifeſt in his favour the ſame energy with which it now makes complaints: but the fruitleſſneſs of his remonſtrances never induced him to paſs the bounds of that moderation and candour which ſhould be cultivated by friendly courts, and to which his Majeſty truſts the court of Spain will return, when it ſhall have carefully inquired into the true cauſes of the different accidents which have occaſionally taken place in its ports. The underſigned, Chancellor of the Court, has the honour to make the preſent repreſentations to the Chevalier de la Huerta, envoy extraordinary from his Catholic

tholic Majeſty, as an anſwer to his communications of the 17th of September, and avails himſelf with pleaſure of the opportunity to expreſs his eſteem, &c. A.D. 1805

"(Signed) VON EHRENHEIM."

Reply of the Spaniſh Minister to the Note tranſmitted to him by the Swediſh Minister.

"*Stockholm, December 29, 1804.*

"I have this moment received from my court an anſwer to the diſpatches, in which I communicated the ſteps I had taken with his Swediſh Majeſty, when I had the honour to preſent my firſt note on the ſubject of the outrage of which the Engliſh were guilty in the Road of Barcelona.

"The King, my maſter, has obſerved with regret the coldneſs with which the Swediſh court has received the complaint, while it has conſigned itſelf to feeble and indecifive meaſures, from which it does not even indulge the hope of any advantage. This view of the matter ſhews the ſmall intereſt with which Sweden is prepared to act in the buſineſs.

"I cannot conceal from you, Sir, that this inactivity, which is obſerved in the applications of the court of Sweden to that of London, muſt afford room to believe that this negotiation will be connected with other objects of private intereſt, which demand temporizing meaſures, incompatible with that energy and zeal which his Catholic Majeſty expected to ſee diſplayed by his Swediſh Majeſty, in regard to an affair, which, as it involves the honour of his flag, would have afforded him an occaſion to have proved to Europe the warm part he takes in the intereſt of the maritime powers, as well as to teſtify the value he puts upon the good underſtanding which hitherto has prevailed between the two courts.

"In purſuance of a new order from my court, I repeat, and formally inſiſt on what I communicated in my laſt note of the 15th of October. I frankly declare to you, that his Swediſh Majeſty will adopt far more active meaſures than the contents of your note allowed me to hope. I do not preſume that you will expect Swediſh blood to ſtain the ſeverity of the meaſures which circumſtances may compel me to exerciſe. I am full ſupplied with reaſons, and whoſe [illegible] ſhall be ſufficient to convince us, that the Swediſh court [illegible]

A. D. 1800 ceives from England the moſt ample reparation reſpecting the affair at Barcelona.

" I have the honour to be, &c.

(Signed)

" The Chev. de Huerta."

The following Notes lately delivered by the Swediſh Miniſter [illegible] to the Minister of his Pruſſian Majeſty at Stockholm, on the Subject of the Affair at Barcelona.

" Having ſtated to the King, the manner in which his Pruſſian Majeſty has viewed the memorial of the court of Spain on the ſubject of an inſult offered to the Swediſh flag by the Engliſh; the underſigned chancellor of the court, has been commanded to expreſs to M. de Tarach, the grateful acknowledgments of his Majeſty for the confidence and union which the court of Berlin has ſhewn to the intereſts of the neutral flags, and the full confidence which he entertains in the mode in which they are regarded by that court.

" The King has viewed with ſurpriſe, the public reſponſibility which the court of Spain has called Sweden upon this occaſion, and the menaces which it has thereto added; notwithſtanding all the vexations to which neutral flags have been expoſed during the preſent war, this is the moſt oppreſſive proceeding which they have yet experienced. Being thus inceſſantly placed between the offence and the reparation, they muſt ſoon be dragged into a concern in the war, or ceaſe to appear on the ſeas where it is carried on.

" Theſe truths involving conſequences ſo important to the other neutral powers, as well as to Sweden, his Swediſh Majeſty could not, in general, take upon himſelf any ſhare of reſponſibility for the improper uſe which the belligerent powers may make of the Swediſh veſſels which they may ſeize upon.

" This principle appears to his Swediſh Majeſty ſo well founded, that he flatters himſelf the court of Berlin will give it all the ſupport which juſtice and the common intereſt appear equally to demand; and it has been hitherto reſpected amidſt all the outrages which have been committed

mitted on both ſides, without which the war muſt have become general. Had the Ottoman porte, Ruſſia, and England, attached ſuch reſponſibility to all the flags in the port of Alexandria—had they claimed the reſtitution of Egypt from the reſpective governments, becauſe their merchant veſſels had been compelled to carry French troops to take that country by ſurpriſe—and had they uſed the ſame forms of application, and inſiſted on the ſame peremptory terms and conditions—all commerce, all neutrality muſt have been at once annihilated. His Majeſty, therefore, conceived that the violence offered to the Swediſh flag at Barcelona was not to be treated in any other manner than that of which he had previouſly to complain; and he reſerves to himſelf the privilege of demanding reparation for the injuries done to his ſubjects or his flag, at ſuch opportunity, and by ſuch means, as his particular ſituation may afford. A. D. 1800

"His Majeſty, however, ought not to conceal, that, in the preſent caſe, the injury, which has thence reſulted to a friendly power, gives him ſo much more uneaſineſs, as he regards the capture made by the Engliſh as very illegal, and he is anxiouſly deſirous of being able, by his repreſentations, to contribute to its reſtitution.

"His Majeſty will certainly make every exertion to effect an arrangement, upon which the continuance of amicable relations between Sweden and Spain is unexpectedly made to depend; but he cannot, at preſent, take thoſe ſteps with reſpect to the two frigates, which he has not hitherto taken with reſpect to his own convoys, nor give the court of Spain any better hopes than he has himſelf.

"The underſigned embraces this occaſion, &c.

(Signed) "D'EHRENHEIM."

On the 5th of September, the fortreſs of Valette, with the whole iſland of Malta, ſurrendered to the Britiſh arms, after ſuſtaining a blockade of two years.

The blockading ſquadron* was commanded until the autumn of this year by Captain Alexander John Ball, of the Alexander, when the ſervices of that vigilant officer were

* Appendix, Chap. II. No. 404. Blockading ſquadron, and naval force taken in the harbour of La Valette.

A.D. 1800 required on shore;† he was succeeded by Captain George Martin, who continued with equal perseverance to cut off all succours from being given to the French.

The following were the Articles of Capitulation agreed upon between General Vaubois, commander in chief of the Isles of Malta and Gozo, and Rear Admiral Villeneuve, commanding the Navy at Malta on the one Part; and Major General Pigot, commander of the Troops of his Britannic Majesty and his Allies, and Captain Martin, commanding the Ships of his Britannic Majesty and his Allies, before Malta, of the other Part.

" Art. I. The garrison of Malta, and of the forts depending upon it, shall march out to be embarked, and carried

† In February, 1802, Captain Ball was appointed commissioner at Gibraltar; upon his leaving Malta, he wrote the following address to the inhabitants, viz.

To the dear MALTESE.

" The respectable orders of my sovereign, and the wife disposition of my court, [illegible] deserve a difference from Malta, the well-beloved island. Before I depart from this happy country, and separate myself from a nation, whom I have always beheld with the eyes of paternal tenderness, I will not, nor cannot refuse to express to you, the full satisfaction with which you have inspired me in serving you, for two years and more, both as British the enemy with the most intrepid courage, [illegible] them with vigour in their encroachments. It is with no less veneration that I have observed in you that spirit, superior to all the real consequences of the war, and I shall never forget with what [illegible] you generously endured the want of provisions, the difficulty of procuring supplies, and the [illegible] of the winter; a word, that heroic conduct which I have [illegible] admired in you, the remembrance of which will always be imprinted on my memory, [illegible] will always excite my just approbation, and which merits that of [illegible] civilized nations.

" I am [illegible] consider it as my duty to [illegible] particular gratitude [illegible] have animated me; an [illegible] which I entertain, and shall [illegible] to cultivate the pain I [illegible] moderate this [illegible] the government of [illegible] duties for obtaining [illegible] having had [illegible] command, as well [illegible] knowing your valour, [illegible] you now know [illegible] to your love the endearing [illegible] that I the most [illegible] happy, my dear Maltese, [illegible] friend.

" Alexander John Ball."

[illegible] was committed on Captain [illegible] by the King, Jan. [illegible], 1801.

Of

ried to Marseilles, at the day and time agreed upon, with A D.
all the honours of war; that is to say, drums beating, co- 1800
lours flying, matches lighted, with two four pounders before them, with their covered waggon, and a covered waggon of infantry. The civil and military officers of the navy, and everything relative to that department, shall be also carried to the port of Toulon.

"Answered.—The garrison shall receive the honours of war required; but it is impossible that they should be embarked immediately. The following arrangement shall be resorted to, in order to facilitate the evacuation that shall be signed, the forts [illegible] shall be delivered up to the troops of his Britannic Majesty, and the latter shall be suffered to enter the place. The stations shall be occupied by a guard composed of Austrians and English in equal numbers, until the ships shall be ready to receive the first embarkation; the whole garrison shall then march out with the honours of war to the boats, where they shall lay down their arms. Those who cannot form part of the first embarkation, shall occupy the isle and the fort Lamalgue, having an armed guard over them, to prevent them from clearing into the adjoining country. The garrison shall be considered as prisoners of war, and are not to serve against his Britannic Majesty until duly exchanged, for which the officers respectively shall give their parole. All the artillery, the ammunition, and public magazines, of whatever kind, shall be given up to officers appointed for that purpose, as well as public papers.

"Art. II. The general of brigade Chanez, commander of the place and the forts, the general of brigade d'Hermenzel, commander of artillery and engineers; the officers, inferior officers, and soldiers, by land; the officers, crews, and men employed in the navy; citizen Pierre Alphonse Gros, commissary general of commercial connection with the French republic in Syria and Palestine, now at Malta by accident, the civil and military agents, ordinaries and commissaries of war and navy, civil administrators, members of any of the constituted authorities, shall carry off their arms, their personal property, and their effects [illegible].

"Ans. Granted.—With the exception of the arms laid down by the soldiers, in conformity with what is provided by the first article.

On the 6th of June, the same year, he was created Baron of Great Britain.

A.D. 1800 " Art. III. All perſons of every country, who have borne arms for the republic, during the ſiege, ſhall be conſidered as part of the garriſon.

Anſwer Granted.

" Art. IV. The diviſion ſhall be embarked at the expence of his Britannic Majeſty. Every officer or perſon employed, ſhall on the paſſage, receive the ſame rations, as are by the laws and regulations of the French allotted to them. The officers who are members of the civil adminiſtrations ſhall be put on the ſame footing, both with reſpect to themſelves and family, as military men of a correſponding rank.

" Anſwer—Granted—In conformity with the cuſtoms of the Engliſh navy, which allot the ſame ration to all ranks and conditions whatever.

" Art. V. The neceſſary number of waggons and ſloops ſhall be provided, in order to tranſport and to remove on board of ſhip the private property of the generals, their aids-de-camp, the ordinaries, and commiſſaries, chiefs of corps, officers civil and military, &c. Their property and their papers ſhall not be ſubject to any ſearch or inſpection upon the promiſe of the general's ſtipulating that there ſhall be no public property among them.

Anſwer—Granted.

" Art. VI. Some veſſels belonging to the republic, able to keep the ſea, ſhall depart at the ſame time with the diviſion, to go to a part of France, after being provided with the neceſſary proviſions.

Anſwer—Refuſed.

" VII. The ſick who are able to be tranſported, ſhall be embarked with the diviſion, and provided with proviſions, medicines, ſurgeons cheſts, and officers of health, neceſſary for their cure during the paſſage. Thoſe who are not able to be tranſported, ſhall be treated with the neceſſary care; the general in chief leaving at Malta a phyſician and ſurgeon in the ſervice of France, who ſhall attend them; they ſhall be furniſhed with lodging gratis, if they come out of the hoſpital, and they ſhall be ſent to France, as ſoon as their ſituation will permit, with all that belong to them; and in the ſame manner as the garriſon. The general in chief of the ſea and land forces evacuating Malta, intruſt them to the honour and humanity of the Engliſh general.

Anſwer—Granted.

" Art.

" Art. VIII. Every individual, of whatever nation, A. D.
inhabiting the iſland of Malta, or the others, ſhall neither be 1800
troubled, nor diſturbed, nor moleſted on account of their political opinions, nor for any part of their conduct during the time that Malta has been in the power of the French government. This article applies principally and in its full extent, to thoſe who have taken arms, or have filled civil, adminiſtrative, or military employments. They ſhall not be called to an account for any thing, much leſs proſecuted for the acts of their commiſſion.

" Anſwer—This article does not appear capable of being made the object of a military capitulation; but all the inhabitants who ſhall deſire to remain, may be aſſured of being treated with juſtice and humanity, and ſhall enjoy the full protection of the laws.

" Art. IX. The French who inhabit Malta, and the Malteſe of whatever ſtate they may be, who wiſh to follow the French army, and to go into France with their property, ſhall be at liberty to do ſo. Thoſe who have moveables or immoveables, which cannot be immediately ſold, and who may have the intention of going to reſide in France, ſhall be allowed ſix months from the date of the ſigning of the preſent capitulation to ſell their landed or moveable property. Theſe proprietors ſhall be reſpected. They ſhall act for themſelves, if they remain, or by their authoriſed agent, if they follow the diviſion. When they ſhall have finiſhed their affairs in the time agreed on, they ſhall be furniſhed with paſſports to go to France, tranſporting or cauſing to be tranſported, the moveables which may remain to them, as well as their capitals in money or bills of exchange, according as it may ſo happen.

" Anſwer—Granted—In the ſenſe of the reply to the preceding article.

" Art. X. As ſoon as the capitulation is ſigned, the Engliſh general ſhall leave entirely to the diſpoſition of the general commanding the French troops, to cauſe a felucca to depart with the neceſſary equipage, and an officer charged to carry the capitulation to the French government. The neceſſary ſafe conduct ſhall be granted to him.

Anſwer—Granted.

" Art. XI. The articles of the capitulation being ſigned, there ſhall be given up to the Engliſh general the forts called des Bombes, which ſhall be occupied by an equal

A. D. 1800. guard of English and French troops. It shall be confined to this guard not to attempt to pass into the town, either any soldiers of the besieging troops, or any inhabitants of the islands, till the French troops shall be embarked, and out of sight of the port. In proportion as the embarkation proceeds, the English troops shall occupy the posts by which the places shall be evacuated. The French general will perceive that these preliminaries are favourable, but no dispute may arise on that account, the articles of the capitulation are here offered.

"Answer—Granted—conformable to what is provided by the right to arms in use amongst all free and civilized nations, all precautions shall be taken to prevent the French troops from approaching the posts occupied by the French troops.

"Art. XII. All alienations or sales of moveables, or immoveables by the French government during the time it has remained in possession of Malta, and all transactions between individuals shall remain inviolable.

"Answer—Granted—So far as they shall be just and lawful.

"Art. XIII. The agents of the allied powers, who shall be in Valetta after the surrender of the place, shall not be disturbed in any thing, and their persons and property shall be secured by the present capitulation.

Answer—Granted—

"Art. XIV. All ships coming from France, whether of war, or of commerce, which shall enter this port, shall not be considered as prizes, nor the crews made prisoners, for the first twenty days after the date of this capitulation, but they shall be sent back to France.

Answer—Refused—

"Art. XV. The commander in chief and the other generals, shall be embarked with their aids-de-camp, and the officers attached to their suite, without being separated.

Answer—Granted—

"Art. XVI. The prisoners made during the siege, including the crews of the William Tell and the Diana, shall be exchanged as part of the garrison; and the same regulations shall be observed for the balance, if the should be wanting to complete the number of the ports of the republic.

Answer—The crew of the William Tell is already exchanged,

exchanged, and that of the Diana will be taken to Minorca, in order to be exchanged immediately. A. D. 1800

" Art. XVII. All the property which belongs to the republic, ſhall not be ſubject to reprifal of any ſort, under any pretext whatſoever.

" Anſwer—Granted.

" Art. XVIII. If any difficulty ſhall ariſe upon the conditions of the capitulation, they ſhall be interpreted in the moſt favourable manner for the garriſon.

" Anſwer—Granted—According to juſtice.

" Executed at Malta, on the 5th of September, 1800.

(Signed) Vaubois, General in Chief.
Villeneuve, Rear-Admiral.
Picot [illegible] Commiſſary.
Captain Martin, Commander of the ſhips of his Britannic Majeſty, and thoſe of his allies, before Malta.

On the 13th, Vice Admiral Lord Keith arrived with the fleet at Gibraltar, accompanied by ſeveral tranſports having on board upwards of 10,000 troops commanded by General Sir Ralph Abercrombie. This armament was joined by other tranſports with troops, under Sir James Pulteney. The whole amounted to between 18,000 and 20,000 men.

The fleet and tranſports having ſailed from Gibraltar, anchored between Tetuan and Ceuta; and on the 3d of October got under ſail and paſſed the Straits.* On the 4th, it entered the bay of Cadiz, and anchored between it and St. Pietri. An arrangement and diſpoſition was immediately made for the landing of the troops, in order to proceed to the attack of the town of Cadiz, and the forts in its vicinity.

A violent epidemic diſeaſe at this time raging in Cadiz, the governor repreſented the miſerable ſituation of its inhabitants to the general and admiral, communicated to them by a flag of truce bearing the following letter.

* Appendix, Chap. II. No. 425.

A.D. 1800

To the English Admiral.

"The affliction which carries off in this city and its environs thouſands of victims, and which threatens not to ſuſpend its ravages until it has cut off all who have hitherto eſcaped, being calculated to excite compaſſion; it is with ſurprize that I ſee the ſquadron under the command of your excellency, come to augment the conſternation of the Inhabitants. I have too exalted an opinion of the humanity of the Engliſh people, and of yours in particular, to think that you would wiſh to render our condition more deplorable. However, if in conſequence of the orders your excellency has received, you are inclined to draw down upon yourſelf the execration of all nations, to cover yourſelf with diſgrace in the eyes of the whole univerſe, by oppreſſing the unfortunate, and attacking thoſe who are ſuppoſed to be incapable of defence; I declare to you, that the garriſon under my orders, accuſtomed to behold death with a ſerene countenance, and to brave dangers much greater than all the perils of war, know how to make a reſiſtance, which ſhall not terminate, but with their entire deſtruction.

"I hope that the anſwer of your excellency will inform me, whether I am to ſpeak the language of conſolation to the unfortunate inhabitants, or whether I am to rouſe them to indignation and vengeance.

"May God preſerve your Excellency,

Oct. 5, 1800. "THOMAS DE MERLA."

"The veſſels employed in the blockade have not, till now, prevented the fiſhers from exerciſing their harmleſs induſtry. It muſt excite aſtoniſhment, that your excellency ſhould deprive us of this ſmall comfort."

Anſwer

A. D. 1800

Anſwer to the above, by the Commanders of the Sea and Land Forces, of his Britannic Majeſty, forming the Expedition before Cadiz.

On board his Britannic Majeſty's Ship Foudroyant, off Cadiz, Oct. 5.

" We have had the honour of receiving your excellency's letter of this date, in which you deſcribe to us the deplorable ſtate of this city.

" We are deeply afflicted at the calamity, though we have good reaſon to believe that its effects have been much leſs diſaſtrous.

" We are not ignorant that a great number of his Catholic Majeſty's veſſels are armed, in order to join the naval forces of the French, and to be employed in prolonging the troubles which afflict all the nations of Europe, diſturb public order, and deſtroy the happineſs of individuals. We have received orders from our ſovereign, to uſe every effort to defeat the projects of the common enemy, by endeavouring to take or deſtroy the ſhips of war which are in the harbour and arſenal of Cadiz.

" The number of troops entruſted to our command, leaves but little doubt as to the ſucceſs of the enterprize. We are little diſpoſed to multiply unneceſſarily the evils inſeparable from war.

" Should your excellency conſent to give up to us the veſſels armed or arming, in order to act againſt our King and to prolong the misfortunes of neighbouring nations, your crews and officers ſhall be at liberty, and our fleet ſhall withdraw; otherwiſe we muſt act conformably to the orders which have been given to us, and your excellency cannot attribute to any other than yourſelf the additional evils which you fear.

" We have the honour to be with reſpect, &c.

" R. Abercrombie,
" Keith.

" A frigate will remain in the harbour to wait for the anſwer of your Excellency, that there may be no delay."

Don

A.D. 1800

De Merla's Reply.

"When I repreſented to your Excellencies the melancholy condition of this city, with the view of engaging your humanity not to aggravate it by acts of hoſtility, I could not have ſuppoſed that my requeſt would have been regarded as the effect of fear or weakneſs.

"Unfortunately, I find that your Excellencies have miſinterpreted my expreſſions, ſince they have led to a propoſal as inſulting to the perſon to whom it is addreſſed, as it is but little honourable to thoſe who have made it. Your Excellencies will take this as ſufficient information, that you muſt make more ſuitable propoſitions, if you intend that they ſhall be accepted.

"I have the honour to be, &c.

"THOMAS DE MERLA."

In conſequence of the above correſpondence, it was conſidered by the admiral and general proper to relinquiſh the expedition, leſt the contagion ſhould ſpread among the troops, which would have even in the event of ſucceſs in the reduction of Cadiz, totally fruſtrated the object of the further execution of their inſtructions.

The troops which were already in the boats, were ordered back to their reſpective tranſports, and the fleet ſailed for Gibraltar; where, on the 16th, it experienced a heavy gale of wind, fortunately without doing any other miſchief than the loſs of a few anchors and cables, top-maſts, &c.

On the morning of the 28th of October, the boats of the Pluton frigate, under the command of Lieutenant Beaufort and Hamilton aſſiſted by Lieutenant Duncan Campbell of the marines, boarded, and after an obſtinate reſiſtance, carried and brought out from under the fortreſs at Fangerolla, the ſine Joſef Spaniſh armed ſhip, mounting 14 guns, completely found in ſtores of every kind, and manned by 94 ſeamen, and 22 ſoldiers. In this conflict one man was killed; Lieutenant Beaufort wounded in the head, ſeveral ſlightly in the left arm and body; Lieutenant Campbell, ſeveral ſlight ſhot wounds; Mr. Hamilton, midſhipman, ſlightly through the thigh, and one ſeamen, wounded. The enemy had [illegible] wounded.

In the mean time Leghorn, and the whole of Tuſcany, again fell under the dominion of France.

On

On the night of the 23d of November, the crew of the Albanese bomb ketch rose upon Captain Newcomb, and having secured him and his officers, carried the vessel into Malaga.*

On the 9th of December, the Sir Thomas Pasley armed brig of 16 guns, commanded by Lieutenant Nevin, was captured, after a very gallant resistance of two hours and a half, off Ceuta, and carried into Algesiras by a Spanish gun vessel of superior force. Mr. Nevin was wounded in three places, his master badly wounded, three men killed and eight wounded.

EVENTS IN EGYPT.

In the month of December, 1799, proposals were made by General Kleber for the evacuation of Egypt; and it was agreed by him and the Grand Vizier, that the conferences should be held on board the Tigre. Accordingly, on the 24th of the above month, General Desaix and M. Poussielgue, who had been appointed by General Kleber, plenipotentiaries, repaired on board the Tigre, and opened the conferences with Sir Sidney Smith, to whom the Grand Vizier had given power to treat. A gale of wind forced the latter to sea, where she continued 15 days; at her return, the plenipotentiaries were landed.

During their continuance on board the Tigre, the follow-

* See Captain Newcombe's court martial, occurrences Mediterranean, in the following year.

† On the 23d of August, 1799, Bonaparte left Egypt on his return to France; he was accompanied by General Berthier, Lannes, and Marmont, chiefs of division; Murat, general of brigade; Andreossi, general of artillery; the chief of brigade Berthier, who commanded the guides, the three philosophers, Monge, Berthollet, and Arnaud.

He sent a letter for General Kleber, assigning his reasons for leaving the army, and appointing him commander in chief.

The first news of Sir Sidney Smith was received at Ayaccio, in the island of Corsica, and on the 23d October, 1799, Frejus bay, near Toulon, being previously cleared by the pilots of some British cruisers, [illegible] on board of which frigate he was embarked. [illegible] the first question asked on board was, whether they should fall in with any cruisers to assist the escape of Bonaparte. Buonaparte [illegible] replied, fortune will not abandon me, let us make [illegible]

ing

A. D. 1800 ing propoſitions were made by the French plenipotentiaries to Sir Sidney Smith, for the evacuation of Egypt.

" 1ſt. That the Porte reſtore to France all poſſeſſions which ſhe may have taken from her during the war.

" 2d. That the relations between the Ottoman Empire and the French Republic, be re-eſtabliſhed on the ſame footing as before the war.

" 3. That the French army evacuate Egypt, with arms and baggage, whenever the neceſſary means for ſuch evacuation ſhall have been procured, and to withdraw to the ports which ſhall be agreed upon.

" *On board the Tigre, 8th Niveſe, year 8th,*
(29th December, 1799.)
" POUSSIELGUE and DESAIX.
" (A true copy) SIDNEY SMITH."

Sir Sidney Smith, in anſwer, communicated the reply which he intended to lay before the Grand Vizier for his conſideration, previous to its being laid before the French plenipotentiaries in due form.

Note delivered to the French Commiſſioners, in anſwer to their Note of the 29th of December, approved by the Grand Vizier.

" The Porte not having been the aggreſſive party in this war; and it having neither entertained views of aggrandizement, or of continuing the war, whenever ſhe ſhould have ſufficient ſecurity for her exiſtence, independence, and tranquillity, agreeably to the 8th article of the treaty of Great Britain, ſigned on the 5th of January, 1799; ſhe has no objection to reſtoring things upon the ſame footing on which they were previouſly to the firſt attack by the French.

" 2d. French Commiſſioners ſent by General Kleber, not having full powers from the French government to conclude a peace, they cannot of courſe neither ſtipulate any thing in her name, nor conclude a definitive treaty of peace. But to anſwer meanwhile to the firſt propoſals made by the French army, the Porte heſitates not, reſpecting her former connections with France, to expreſs her concern on her having been forced, by being attacked, to arm in her own defence.

defence. As the conqueſt of Egypt has hitherto been an obſtacle to a general peace, the evacuation of the country muſt neceſſarily lead towards its being effected. The Sublime Porte, on her part, will endeavour, by every means in her power, to contribute to a general peace, by ſending a miniſter plenipotentiary to any congreſs that may be held on the ſubject. On that account the whole world will be indebted to the moderation of General Kleber, and the army under his command. A.D. 1800

" 3. England's guarantee of the Ottoman dominions, ſeems not to require a formal renewal, the treaty of the 5th of January being merely expreſſive of a former reciprocity of intereſts, which had regulated the behaviour of both powers againſt each other for many years, which continues to exiſt, and which naturally tends to conſolidate their mutual relations and ſecurity.

" 4. Though meaſures have been taken for ſurrounding the French army on all ſides, yet its bravery, courage, and fame, remaining all unconquered, give them full right to believe that they may yet be able to reſiſt for ſome time; they are therefore by no means in a ſituation that ſhould oblige them to capitulate; they are fully entitled to retain their arms and baggage. The means to enable them to evacuate Egypt ſhall be procured to them. The ports of their deſtination cannot be any other but French; and ſuch ſhall only be choſen as are ſubject to quarantine, which the ſecurity of France, and of all Europe, requires.

" *On board the Tigre off Cape Carmel,*
30th of December, 1799."

" (Signed) SIDNEY SMITH."

From the precarious ſituation of the French army, it was then judged neceſſary by General Kleber to haſten the termination of the negotiation, which was at length concluded, and ſigned on the 24th of January. By this convention it was ſtipulated, that the French army, with all its ſtores, artillery, baggage, &c. with the ſhips of war and tranſports at Alexandria, ſhould be permitted to return to France unmoleſted by the allied powers. Upon Lord Keith's receiving the articles of the above convention, he diſpatched the following letter to General Kleber:

" *Queen*

A. D. 1800. " *Queen Charlotte, Feb.* 8, 1800.

" Sir,

" I inform you, that I have received positive orders from his Majesty to consent to no capitulation with the French army under your command in Egypt and Syria, unless it lays down its arms, and surrenders itself prisoners of war, abandoning all the ships and the stores in the port and citadel of Alexandria to the allied powers; and that in case of such capitulation, I am not at liberty to allow any troops to return to France before they are exchanged.

" I think it also proper to inform you, that all ships having French troops on board, and sailing from that country, furnished with passports signed by others than those that have a right to grant them, will be forced by the officers of the ships which I command, to remain at Alexandria. In short, the vessels which shall be met returning to Europe with passports granted in consequence of a separate treaty with any of the allied powers, shall be detained as prizes, and all persons on board considered as prisoners of war.

" (Signed) KEITH."

This letter was given out in public orders to the French army, with the following remark from General Kleber.

" Soldiers! we know how to reply to such insolence—prepare for battle!"

" (Signed) KLEBER, the General of Division, Chief of the Staff.

" (Signed) DAMAS."

The French indirectly commenced hostilities, and gained several advantages over the Turks; shortly after orders arrived from the British government to accede to the convention of El Arish; but the French having made themselves masters of the strong posts throughout the country, were resolved to persevere in their original object, by endeavouring to complete the conquest of Egypt.

LETTERS RELATIVE TO EGYPT.

Letter from Sir Sidney Smith, Plenipotentiary to Sir W. S. Smith, Constantinople, Nov. 2, 1799.

" The Letters of the French General in Egypt to the Grand Vizier, having made the latter conceive the idea of endeavouring

endeavouring to make them evacuate Egypt by the way of capitulation, the miniſtry here have requeſted from me the paſſports neceſſary for the ſafe return of the French troops to France, ſhould the capitulation be really effected. I have thought it my duty to comply with the wiſhes of the Porte; and I have the honour of tranſmitting to you, incloſed, a copy of one of theſe paſſports. A.D. 1800

"I at the ſame time informed the Dragoman Franchini, when I ordered him to fill up theſe paſſports, that the capitulation, as well as the execution of it, could not have full effect without your concurrence and approbation; and that if any of them were [illegible] to my [illegible], it may be thrown aſide, as your name would be equally reſpected by the ſhips of his Majeſty, the Emperor, my maſter.

"(Signed) M. Tamain."

Letter from General Kleber *to Citizen* Poussielgue.

"*Head Quarters at Cairo, 7th Ventoſe, (Feb. 26, 8th Year.)*

"I received your letter from Roſetta, dated the 2d of this month: I had already foreſeen what had already taken place before Alexandria with the commandant of the new cruizers, and I immediately informed Muraphа Pacha of it. I expect the courier to return this day, and his anſwer will determine the nature of the official note, which I propoſe to ſend to him to-morrow. As I do not ſee in this buſineſs but a miſconception, ariſing from the command of the Mediterranean fleet having paſſed into new hands, I ſhall take advantage of the delay which this circumſtance will neceſſarily occaſion in the execution, to prolong my ſtay at Manſura and in the Delta, for the Engliſh government certainly means no more harm to us than the Grand Vizier.

"(Signed) Kleber."

Letter from Sir Sidney Smith *to Citizen* Poussielgue.

"*On board the Tigre, March 8th, [illegible].*

"I loſe not a moment to repair to Alexandria as ſoon as I ſhall complete the proviſions [illegible]

A D. order to inform you in detail, of the obſtacles which my
1800 ſuperiors have oppoſed to the execution of any convention, ſuch as I thought it my duty, to agree to, not having received the inſtructions to the contrary, which reached Cyprus on the 22d of February, bearing date the 10th of January. As to myſelf, I ſhould not heſitate to paſs over any arrangement of an old date, in order to ſupport what took place on the 24th and 31ſt of January; but it would be only throwing out a ſnare to my brave antagoniſts, were I to encourage them to embark; I owe it to the French army and to myſelf to acquaint them with the ſtate of things, which however, I am endeavouring to change. At any rate I ſtand between them and the falſe impreſſions which have dictated a proceeding of this kind; and as I know the liberality of my ſuperiors, I doubt not, that I ſhall produce the ſame conviction on their minds that I feel myſelf reſpecting the buſineſs which we concluded. A converſation with you would enable me to communicate the origin and nature of this reſtriction; and I propoſe that you ſhould proceed on board an Engliſh frigate to the commander in chief in the Mediterranean, who has newly arrived, in order to confer with him on the ſubject. I depend much on your abilities and conciliatory diſpoſition, which facilitated our former agreement, in order again to ſupport my reaſonings reſpecting the impoſſibility of revoking what has been formally ſettled, after a detailed diſcuſſion and mature deliberation. I then propoſe, Sir, that you ſhould come on board, in order to conſult on what is to be done in the difficult circumſtances in which we are placed. I view with calmneſs the heavy reſponſibility to which I am ſubjected. My life is at ſtake—I know it; but I ſhould prefer an unmerited death to the preſervation of my exiſtence by expoſing both my life and my honour. I have the honour to be with perfect conſideration and high eſteem, Sir,

" Your very humble ſervant,

(Signed)

" SIDNEY SMITH."

Letter

A.D. 1800

Letter from Citizen Pouſſielgue to Lord Keith.

On board the Conſtance,
13th Germinal (April 19th).

" My Lord,

" At this moment of quitting Egypt to return to France, in virtue of the convention, ſigned at El-Ariſch, I learned at Alexandria the obſtacles which your orders had raiſed to the execution of that convention, although it had been partly carried into effect, with that good faith which the candour of the contracting parties muſt have inſpired.

" I reſolved to proceed directly to you, my Lord, to requeſt you to revoke your orders. I wiſh to explain to you all the motives that ſhould induce you to adopt this meaſure; or if you cannot conſent to what I deſire, to ſolicit that you will ſend me immediately to France, in order that the French government may treat directly with the Engliſh government on this affair.

" The lives of 50,000 men are at ſtake, who may be deſtroyed without any motive, ſince, according to the ſolemn treaty made with the Engliſh, Ruſſians, and Turks, all hoſtilities had terminated.

" I have not powers *ad hoc* for the ſtep I have taken; but there is no neceſſity for claiming what would be conſidered as a right between nations the leaſt civiliſed. The demand appears to me ſo juſt and ſo ſimple, and beſides ſo urgent, that I have not thought it neceſſary to wait for the orders of General Kleber, who, I am certain, would not conſent to the ſmalleſt modification of the treaty, though his fidelity in executing it has rendered his poſition much leſs advantageous.

" At the moment we concluded the convention of El-Ariſch under the ſimple pledge of Engliſh good faith, we were far from ſuſpecting that obſtacles would be ſtated by that ſame power, the moſt liberal of thoſe with whom we had to treat.

" For the reſt, my Lord, I am not a military character, and all my functions have ceaſed. Two years of fatigue and ſickneſs have rendered my return to my country indiſpenſible. I aſpire only to repoſe with my wife and children, happy if I can carry to the families of the French I left in

A.D. 1800 Egypt, the news that you have removed the only obſtacle of their return.

(Signed) " POUSSIELGUE."

Letter from Lord Keith, to Pouſſielgue, dated April 23d.

" I have given no orders or authority againſt the obſervance of the convention between the Grand Vizier and General Kleber, having received no orders on this head from the king's miniſters. Accordingly I was of opinion that his Majeſty ſhould not take part in it; but ſince the treaty has been concluded, his Majeſty being deſirous of ſhewing his reſpect for his allies, I have received inſtructions to allow paſſage for the French troops, and I loſt not a moment in ſending to Egypt orders to permit them to return to France without diſturbance. At the ſame time I thought it my duty to my king, and thoſe of his allies, whoſe ſtates lie in the ſeas through which they are to paſs; to require that they ſhould not return in a maſs, nor in ſhips of war, nor in armed ſhips. I wiſhed likewiſe that the cartels ſhould carry no merchandize, which would be contrary to the law of nations. I have likewiſe aſked of General Kleber, his word of honour, that neither he nor his army, would commit any hoſtilities againſt the coaleſced powers, and I doubt not that General Kleber will find the conditions perfectly reaſonable.

" Captain Hay has received my orders to allow you to proceed to France with Adjutant General Cambis, as ſoon as he arrives at Leghorn.

(Signed) " KEITH."

From General Menou, to Sir Sidney Smith.

" *Head Quarters at Cairo, 1ſt Meſſidor, 8th Year of the French Republic, one and indiviſible.*

" Menou, commander in chief to Sir Sidney Smith, commanding his Britannic Majeſty's ſhip Tigre.

" I have received, Sir, the letter which you have done me the honour to write from on board the Tigre, off Rhodes, on the 9th of June. As the execrable murder committed on the commander in chief, Kleber, has deprived

prived the French army of their leader, I have undertaken to command them. A.D. 1800

"As your allies the Turks could not conquer the French at El Arifch, they made uſe of daggers—which daſtards alone employ to be revenged.

"A Janiſſary, ſent from Gaza, forty-two days ago, has been choſen to perpetrate this horrid act. The French wiſh to believe that the muſſulmen are only guilty. The murder ſhall be made known to all nations, who all have the ſame intereſt to revenge it. The conduct which you, Sir, have yourſelf obſerved reſpecting the convention concluded at El Arifch, plainly ſhews me how I muſt act. You demand the ratification of your court; and I too muſt demand that of the conſuls, who now govern the French republic, for all the treaties that may be concluded between the army under my command, the Engliſh and their allies. It is now the only legal and authentic method to be adopted in negociations. I, too, deteſt the horrors of war, like you, Sir, and wiſh to ſee an end to the miſery it occaſions; but I will in no reſpect act any wiſe contrary to the honour of the French republic and her armies. I am perfectly convinced that you entertain the ſame ſentiments of good faith, honour, and morality, which ought to characteriſe treaties concluded between nations.

"The French republicans are ſtrangers to thoſe ſtratagems of war, of which Mr. Morris's papers make mention. They know no other rule of conduct, but courage in battle, generoſity after victory, and the ſtrict obſervance of treaties.

"One hundred and fifty Engliſhmen are priſoners of war here.* Had I only liſtened to republican generoſity, I would have ſent them back without conſidering them as priſoners, for they have been taken on the coaſt of Egypt, and without arms, and I am convinced that the conſuls would have approved of my conduct. But your allies, the Turks, detain the citizen and chief of brigade Baudet, adjutant of General Kleber, though his perſon ought to have been ſacred, even to barbarians, for he went on a parley.

"I have thus been forced againſt my will and inclination, to uſe repriſals againſt your countrymen; but they

* Alluding to the officers and crew of his Majeſty's ſhip, Cormorant, which was wrecked on the coaſt.

A. D. 1800 shall be releafed the moment citizen Baudet fhall have reached Damietta. He fhall there be exchanged for Muftapha Pacha, and other Turkifh commiffaries. If, as I make no doubt, you poffefs influence with your allies, this affair will foon be fettled. Your honour is intereſted in it, and it concerns 150 of your countrymen.

" I have the honour to repeat to you, Sir, that with an enthuſiaſtic joy, I ſhall ſee terminate a war, which has ſo long diſturbed the whole world. It behoves the French and Engliſh nations, to eſteem and not to deſtroy each other; but if they treat together, it muſt be on conditions equally honourable to both, and equally conducive to their reſpective welfare.

" Pleaſe to accept, Sir, of the moſt ſincere aſſurances of my eſteem and reſpect.

" I have the honour to be, &c.

(Signed) " ABDULLA BEY J. MENOU."

Sir Sidney Smith's Anſwer to the foregoing Letter.

" *To General Menou, Commander in Chief of the French Army in Egypt.*

" *Tigre, off Jeffa, June 22d,* 1800.

" General,

" I received this evening the letter, dated the 20th of June, which you have done me the honour to write me. At the moment at which I expected to ſee General Kleber, under the moſt fortunate and favourable auſpices, I learn with the higheſt chagrin, and with the greateſt grief, his tragical death. I immediately communicated to the Grand Vizier, and to the Ottoman miniſters, in the terms in which you communicated to me this melancholy event, and nothing but the certainty and the details with which you gave me this intelligence could have induced their excellencies to believe it.

" The Grand Vizier formally and officially declared to me, that he had not the leaſt knowledge of thoſe who committed this aſſaſſination; and I am very ſure that his declaration is true and ſincere; and without entering into the details of this melancholy event, which gives me inexpreſſible uneaſineſs; I ſhall content myſelf with replying to the articles of your letter which treat of our affairs.

" If

" If the Grand Vizier has detained in his camp the aid-de camp Baudet, who was ſent to him at Jebill il Illam it is becauſe his excellency did not think it right to ſuffer any perſon to depart from his camp at the moment when he ſaw himſelf ſurrounded by his enemies. Baudet was retained at Jebill ill Illam, as the Turkiſh officers, deſtined to ſerve as hoſtages reciprocally with him, were retained at Cairo. A. D. 1800

" This aid-de-camp has been ſent to the Ottoman Fleet to be exchanged as you deſired, and in the mean time, his excellency the Captain Pacha having arrived here, his abſence from the fleet has cauſed the deſired exchange to be put off. When his excellency ſhall have returned to his fleet, as the aid de-camp Baudet is before Alexandria, the buſineſs of the exchange may be concluded if you think it proper. But I do not ſee why you ſhould make it to depend upon an affair which only concerns you and the Porte, the ſetting at liberty of 150 Engliſh, who were ſhipwrecked at cape Brulos. I expect from your good faith, and from your juſtice, that according to the regulations agreed upon between our two nations for the reciprocal exchange of our priſoners, which we are authoriſed to carry into effect, you will permit the return of Captain Bretal,* his officers and crew.

" The promiſes which you make me in the hope of reciprocal ones being made by me, cannot be applied to the circumſtance, and I think it ſuperfluous to offer you in return the promiſe of my good offices in favour of a perſon who finds himſelf in a diſagreeable ſituation which I myſelf have experienced. I am perſuaded that the Grand Vizier will give the ſtamp of his generous and high approbation to all the honourable proceedings we may have one with another. The ſtratagems of war are unknown both to you and to us; and beſides, that, I ſhall continue to comport myſelf towards you with the ſame frankneſs, and the ſame good faith that I have hitherto done, I ſhall earneſtly employ all my efforts to prevent any perſon with whom I have any influence, from holding a conduct contrary to theſe principles. Be perſuaded that the hoſtile diſpoſition which has been announced by the firſt oppoſition to the execution of the treaty, and which has acquired

* I rather ſuppoſe the Hon. Captain Boyle.

A. D. 1800 both extent and publicity, may be done away by the means which the preſent circumſtances will furniſh to the two parties of correſponding and mutually underſtanding each other, and that in the end we ſhall be united by the bonds of ſincere friendſhip. In the mean time we ſhall carry on war with the means which we have hitherto employed againſt you, and with thoſe farther ones which we can procure, and we ſhall endeavour to render ourſelves worthy of the eſteem of your brave troops.

" The hoſtilities which you have committed without waiting for the reply of Lord Keith, who was not acquainted with the convention for the evacuation of Egypt, have ſerved as the rule of our conduct. I had not aſked of my court its ratification. I had only endeavoured to obviate ſome unforeſeen difficulties which oppoſed themſelves to the return of the French troops into their country.

" General Kleber, in the laſt preliminaries which were ſtopped, not having made it underſtood that the treaty which was to follow, would require the ratification of the conſuls who now govern France; this condition which you put into your preliminaries appears to be a refuſal to evacuate Egypt, and the Grand Vizier has charged me to demand from you on this ſubject, a clear and preciſe anſwer. You deſire as well as me the termination of the calamities of war which deſolate the whole univerſe.

" It is in your power to remove one of the obſtacles which oppoſe the concluſion of peace, by evacuating Egypt on the conditions agreed upon by General Kleber; if you refuſe this, we will employ all our means, and all thoſe of our allies, to oblige you to ſome conditions which may not be ſo advantageous for you. I cannot diſſemble to you how much the diſcharge of this duty will coſt me; but the evacuation of Egypt, being a point ſo intereſting to the good of humanity, the way of conferences and correſpondence for making the neceſſary diſpoſitions for this purpoſe is always open.

" As the admiral under whoſe orders I act, is at a diſtance from us, I am authoriſed to ſubſcribe to ſuch arrangements as circumſtances may require; and though under the preſent circumſtances I am not in the ſituation of making any new propoſition, yet I am ready to liſten to any which you may be diſpoſed to make to me; and I can officially aſſure you, that I will uſe every means in my power

power to oppoſe every inconſiderable ſtep, and every vexatious oppoſition, from whatever quarter it may proceed. A. D. 1800

" I will ſtrictly perform the preciſe inſtructions of my Court: I know its principles are founded on the moſt exact equity and juſtice. My conduct ſhall ſtrictly conform to theſe principles; and all my efforts ſhall be employed in performing my duty, and promoting its intereſts. As it is not yet certain to what part I am going, I muſt beg you to ſend your anſwer by two couriers, one to Alexandria, and the other to Jaffa, at the camp of the Grand Vizier."

Sir Sidney Smith having been apprized that a young man of the name of Thevenard was among the miſerable captives held by the Turks; and knowing that his father was a man of reſpectability at Toulon, intereſted himſelf for his releaſe, in which he proved ſucceſsful. Sir Sidney Smith ordered an aviſo to convey him in ſafety from Rhodes, and on his arrival ſent him the following note of invitation.

Commodore Sir SIDNEY SMITH, *to Captain* GABRIEL THEVENARD.

" *On board the Tigre, June* 15, 1800.

" M. Thevenard is requeſted to come and dine with Sir S. Smith on board the Tigre this day at three o'clock. Sir Sidney takes the liberty to ſend ſome clothes, which he ſuppoſes a perſon juſt eſcaped from priſon may require. The great coat is not of the beſt; but excepting Engliſh naval uniforms, it is the only one on board the Tigre, and the ſame Sir Sidney Smith wore during his journey from the Temple till he reached the ſea. It will have done good ſervice, if it again ſerves a ſimilar purpoſe by reſtoring another ſon to the arms of his aged father, dying with chagrin."

Sir Sidney Smith's generoſity and humane conduct were ſtill farther extended to this young man; he ſupplied him with all kind of neceſſaries, with money, and with recommendations to his brother, and ſeveral reſpectable people at Conſtantinople.

A.D. 1800

NORTH AMERICA.*

In June, Vice Admiral Sir William Parker arrived and took the command of the ſquadron.

A great number of privateers were fitted out this year by the merchants and traders in Nova Scotia, ſeveral of which were very ſucceſsful, particularly the brig Rover, of 14 four pounders, and 55 men, commanded by Captain Godfrey, fitted out at Liverpool, in the above Province, and ſailed on a cruize the 4th of June; the ſucceſs of which is related as follows by her active and gallant commander.

"On the 17th of the ſame month (June) in latitude 23° north, and longitude 54° weſt, we fell in with ſix ſail of veſſels, whom we ſoon diſcovered to be enemies, one being a ſhip, with four brigs and a ſchooner; the ſchooner ſhewed 10 guns, one of the brigs 16 guns, and another ſix guns: theſe ſix veſſels drew up cloſe together, apparently with an intention of engaging us. On conſulting with my ſhip's company, we determined to bear down and attack them; but ſo ſoon as the enemy perceived our intentions, they, by ſignal from the ſchooner, diſperſed, each taking a different courſe before we got within gun ſhot of them. After a few hours chace, we took poſſeſſion of the ſhip and one of the brigs: the ſhip proved an American, bound from the South Seas, laden with oil; and the brig an American, laden with wine, from Madeira: from them we learned that they had been captured ſome ſhort time before by a French privateer, which was the ſchooner in company; that ſhe mounted 16 guns, two of which were nine pounders, and the reſt ſixes, and carried 155 men; and that the other three were American veſſels which ſhe had taken, one of which was from the Eaſt-Indies. Night coming on, we were prevented taking any more of them.

"On the 10th of September, being cruizing near to Cape Blanco, on the Spaniſh Main, we chaced a Spaniſh ſchooner on ſhore, and deſtroyed her. Being cloſe in with the land and becalmed, we diſcovered a ſchooner and three gun boats under Spaniſh colours making for us; a light breeze ſpringing up, we were enabled to get clear of the land, when it fell calm, which enabled the ſchooner and gun-boats, by the help of a number of oars, to gain faſt upon us, keeping up at the ſame time a conſtant fire from

* Appendix, Chap. II. No. 400.

their

their bow guns, which we returned with two guns pointed from our ſtern; one of the gun-boats did not advance to attack us. As the enemy drew near, we engaged them with muſkets and piſtols, keeping with oars the ſtern of the Rover towards them, and having all our guns well loaded with great and ſmall ſhot ready againſt we ſhould come to cloſe quarters. When we heard the commander of the ſchooner give orders to the two gun-boats to board us, I waited to ſee how they meant to attack us; and finding the ſchooner intended to board us on the ſtarboard quarter, one of the gun-boats on our larboard bow, and the other on our larboard waiſt; I ſuffered them to advance in that poſition until they came within about fifteen yards, ſtill firing on them with ſmall arms and the ſtern guns: I then manned the oars on the larboard ſide, and pulled the Rover round, ſo as to bring her ſtarboard broadſide to bear athwart the ſchooner's bow, and poured into her a whole broadſide of great and ſmall ſhot, which raked her decks fore and aft, while it was full of men ready for boarding. I inſtantly ſhifted over to the other ſide, and raked both gun-boats in the ſame manner, which muſt have killed and wounded a number of thoſe on board of them, and done great damage to their boats. I then commenced a cloſe action with the ſchooner, which laſted three glaſſes; and having diſabled her ſails and rigging much, and finding her fire grow ſlack, I took advantage of a light air of wind to back my head ſails, which brought my ſtern on board of the ſchooner, by which we were enabled to board her and carry her, at which time the gun-boats ſheered off, apparently in a very ſhattered condition. A. D. 1800

"We found her to be the Santa Ritta, mounting 10 ſix pounders and two twelve pound carronades, with 125 men. She was fitted out the day before by the governor of Porto Cavallo, with the gun-boats, for the expreſs purpoſe of taking us; every officer on board her was killed, except the officer who commanded a party of 25 ſoldiers; there were fourteen dead on her deck when we boarded her, and ſeventeen wounded; the priſoners, including the wounded, amounted to ſeventy-one.

"My ſhip's company, including officers and boys, was only forty-five in number, and behaved with that courage and ſpirit which Britiſh ſeamen always ſhew when fighting the enemies of their country. It is with infinite pleaſure I add

A.D. 1800 add that I had not a man hurt; from the beſt accounts I could obtain, the enemy loſt 54 men.

"The priſoners being too numerous to be kept on board, on the 14th ult. I landed them all except eight, taking an obligation from them, not to ſerve againſt his Majeſty till regularly exchanged. I arrived with my ſhip's company in ſafety this day at Liverpool, having taken during my cruize the before mentioned veſſels; together with a ſloop under American colours, bound to Curaccoa; a ſpanish ſchooner bound to Porto Cavallo, which have all arrived in this Province: beſides, I deſtroyed ſome Spaniſh batteries on the coaſt."

LEEWARD ISLANDS.*

Vice Admiral Lord Hugh Seymour commanded on this ſtation until July; when being relieved by Rear Admiral Duckworth, he proceeded to take the command at Jamaica.

On the 3d of February a very ſmart action was fought off Guadaloupe between the Conſtellation American frigate, of 38 guns, commanded by Captain Thomas Truxton, and a large French frigate of 54, in which the latter was ſo much worſted that ſhe made off, having carried away the Conſtellation's main-maſt, and done her other conſiderable damage, with 14 men killed and 25 wounded.

It appeared afterwards that the ſhip engaged with the Conſtellation, was La Vengeance, of 50 guns, and 500 men, as ſhe arrived on the 6th in a moſt ſhattered condition at Curracoa, with the loſs of 150 men killed and wounded.

On the 10th of Auguſt, at night, the Dromedary ſtore-ſhip, having on board the 2d Weſt-India regiment, was wrecked on her paſſage to Trinidad. The number of perſons on board were about 500, who were all ſaved by the reſolute exertions and manly conduct of Captain Taylor and his crew.

His Majeſty's ſhip El Galgo, foundered on her paſſage to England; her commander and crew, excepting two officers and 23 men, periſhed.

* Appendix, Chap. II. No. 407.

Lift

A.D. 1800

Liſt of the Officers drowned in El Galgo.

Captain G. S. Stoven,
Lieutenant Barnes,
Mr. Gibſon, ſurgeon,
Mr. Roberts, purſer,
Mr. Edwards, gunner,
Mr. Roberts, boatſwain,
Mr. Houghton, maſter's mate,
Mr. Simpſon, carpenter.

Liſt of Paſſengers drowned.

Mr. Grimſhaw, of Martinique,
Mr. Poyneer, do.
Mr. Oſborne, of Antigua,
Rev. Mr. Roſs, Jamaica,
A French lady,
A ſerjeant and 11 privates of the 11th regiment,
Two ſoldiers wives.

Liſt of Perſons ſaved,

Mr. T. Forreſt, maſter, and 23 men.
Mr. T. Clark, midſhipman,

On the 7th of October Lieut. Croyndon Boger, in the Gipſey ſchooner, of 10 four pounders, and 42 men, employed as a tender to the Leviathan, fell in with off the north end of Guadaloupe, a French armed ſloop, which, after a very gallant and ſevere conflict he compelled to ſtrike, though ſo much his ſuperior in point of force. She proved to be Le Quiproquo, mounting eight guns, ſix and nine pounders, with 98 men, 80 of whom were Guadaloupe chaſſeurs and cannoneers, commanded by M. Tourpié, formerly a capitaine de Vaiſſeau, who, with four of his men were killed, and 11 wounded.

The Gipſey had one man killed; Lieutenant Boger and ten wounded.

JAMAICA.*

On the 14th of March, Captain J. W. Loring, being on a cruize off St. Jago de Cuba, diſcovered a privateer ſchooner on ſhore. Lieutenant Lane was diſpatched with the boats to bring her out; but the enemy having taken poſt on the two heights at the entrance of the bay, from whence they kept up ſo briſk a fire, the boats were repulſed, and Lieutenant Lane killed.

Captain Loring determined to perſevere in his attempt to diſlodge the enemy, and either take or deſtroy the

* Appendix, Chap. II. No. 408.

ſchooner,

A.D. 1800 fchooner, landed Lieutenant Paffey, with a party of men in a bay about ten miles diftant, to march round and attack the enemy in the rear, whilft he himfelf went in the boats to attack them in the front. Before Captain Loring got into the Bay, Mr. Paffey had executed his orders with fuch alacrity and judgment, as to have driven the enemy from their pofition, and deftroyed the fchooner: fhe mounted two guns, with a great quantity of fmall arms.

On the 13th of April, Mr. William Beckly, maſter of the Calypſo hoop'd 10 war, having been ſent by Captain Baker in the cutter armed, to cruize cloſe under Cape Tiberon, for the purpoſe of intercepting any of the enemy's ſmall veſſels which might attempt to get along ſhore, at eleven o'clock at night diſcovered a ſchooner becalmed under the land, and pulled immediately for her: when the boat approached within hail, ſhe was deſired to keep off; and upon their not complying, a diſcharge of muſketry commenced upon them, under which they gallantly boarded; and after a ſhort, but ſmart conflict, carried the ſchooner and brought her off, with only one man wounded, and ſeven dangerouſly on the part of the enemy. She was named La Diligente, of ſix guns, and 39 men.

On the 20th of Auguſt, the Seine, of 42 guns, commanded by Captain David Milne,* being on a cruize off St. Domingo, obſerved a large ſhip ſtanding to the northward through the Mona Paſſage, to which he inſtantly gave chace, and by ſun-ſet got ſo near up as to perceive ſhe was a large French frigate. It was near midnight before Captain Milne could bring her to action, and then not ſo cloſe as he could wiſh, the enemy conſtantly bearing up and keeping him at long gun-ſhot, which conſiderably damaged the Seine in her rigging, ſails, &c. The ſhips now ſeparated for ſome time, which gave Captain Milne an opportunity to repair the damage he had ſuſtained: this being completed, on the morning of the 21ſt he was able to bring her to cloſe return, which was bravely maintained on both ſides for two hours and a half, when an officer came out on the quarter-deck, the only place he could be ſeen from, owing to the ſhip's being diſmaſted by the loſs of her fore-maſt, mizen-

* Captain Milne was ſent home with the diſpatches by the Bonetta ſloop of war, when ſhe was unfortunately caſt away on the iſland of Scilly, and every ſoul on board periſhed; Captain Milne, &c.

maſt

mast, and main top-mast, having fallen on board,) and said they had struck to the British flag. She was immediately taken possession of, and proved to be the Vengeance, commanded by Citizen Pitot, capitaine de Vaisseau, mounting 28 eighteen pounders on the main deck, 16 twelve pounders, and eight 42 pound carronades on her quarter-deck and fore-castle, and brass swivels on the gunwale, with shifting guns on the main and quarter-decks. The Vengeance was the ship which had engaged the Constellation American frigate off Guadaloupe in February. The loss sustained on board the Seine, was Mr. George Milne, second lieutenant, and 12 men killed. Mr. Archibald Macdonald, lieutenant of marines, who was taken down wounded, and when dressed came up again to his quarters; but soon after receiving a second wound, he was obliged to be taken below; Mr. Andrew Barclay, master; Mr. Horn, captain's clerk, and 26 wounded. A.D. 1800

The loss of the enemy was very considerable, but could not be ascertained. It was generally believed her complement of men was 453, and when taken possession of there were not more than 291 on board.

On the 11th of September, Captain Frederick Watkins, of the Nereide frigate, being off Amsterdam, the principal port in the island of Curacoa, was given to understand that the Dutch inhabitants wished to claim the protection of his Britannic Majesty; and that the French, who had about 1500 men on the island, threatened to storm the principal fort that night. Captain Watkins accordingly pushed for the harbour, and having landed a detachment of his men, took possession of the forts; this, together with the appearance of the frigate to support them, obliged the French to retire to the west side of the island, which they totally evacuated by the 22d. The following articles of capitulation were agreed upon between the governor and Captain Watkins, for the submission of the whole island and its dependencies, to his Britannic Majesty.

The vessels of various sizes found in the harbour of Curacoa, consisted of eight belonging to Holland, eight to Denmark, seven to America, eleven to France, seven to Spain, and three English prizes.

A.D. 1800 *Articles of Capitulation agreed between Frederick Watkins, Esq. Captain of his Britannic Majesty's Ship Nereide, now off the harbour of Curacoa, and Johan Rudolph Lauffer, Governor (interim) of the said Island, and its Dependencies, and Commander in Chief of all the Armed Force of the said Island.*

"Namely, that the said island of Curacoa, and its dependencies, shall surrender, and be placed under the immediate protection of his Britannic Majesty, in conformity to the following articles.

"Art. I. The island of Curacoa and its dependencies, shall be placed under the protection of his Britannic Majesty, and shall peaceably and quietly submit to the government of his said Majesty.

"Answer—Agreed to.

"Art. II. The inhabitants of this island and its dependencies, shall enjoy perfect security in their persons and properties, and the full exercise of their religion, except such as shall appear to belong to the subjects of the powers now actually at war with Great Britain; such property only excepted as was on board the vessels in the harbour of the 16th instant.

"Answer—Agreed to.

"Art. III. All ships and vessels of war that may be in the harbour; and all artillery, warlike stores, ammunition, &c. that may be found in the forts and public magazines, and all property of whatsoever nature it may be, belonging to the Batavian Republic, shall be delivered up to his Britannic Majesty in the state in which they now are; and officers shall be appointed on each side by the joint parties to take inventories thereof.

"Answer—Agreed to.

"Art. IV. All debts due by the government of this island, shall be punctually paid out of the revenue of the said island.

"Answer—Agreed to.

"Art. V. No alteration shall be made in the established laws of the said island, except such as in future may be found necessary for mutual benefit or safety, and which must be regulated by the concurrence of both parties.

"Answer—Agreed to.

"Art.

" Art. VI. During the time this iſland may remain under the protection of his Britannic Majeſty, or in caſe this iſland and its dependencies ſhould at the concluſion of the war, remain in the poſſeſſion of Great Britain, the inhabitants of the ſaid iſland and its dependencies ſhall enjoy the ſame rights and privileges as his Majeſty's ſubjects in the Weſt Indies. A.D. 1800

Anſwer—Agreed to.

" Art. VII. The laws heretofore obſerved, reſpecting the property ſhall remain in full force.

" Private—As it is impoſſible for the inhabitants of the ſaid iſland and its dependencies to ſubſiſt without a free intercourſe with the Spaniſh main, the ports of Curaccoa and its dependencies ſhall be open to all Spaniſh veſſels.

" Anſwer—Agreed to be allowed the ſame free trade as iſland of Jamaica.

" Signed, ſealed, and ratified in the preſence of Cornelius Spencer, and E. A. Van Eek, on the part of Johan Rudolph Lauffer; and in the preſence of John Lewis Marſh, on the part of Frederick Watkins; at the port of Amſterdam, in the iſland of Curaccoa, this 13th of September, 1800.

(Signed) " J. Rud. Lauffer,
Fred. Watkins.
W. Ridley, Sec.

On the 27th of December, a court martial was aſſembled and held on board his Majeſty's ſhip Carnatic, in Port Royal harbour, to try Captain Joſeph Bingham, his officers and ſhip's company, for having got his Majeſty's ſhip America on the Formigas ſhoal, on Saturday at two o'clock, the 13th of December.

The court was compoſed of the folowing members.

President.

Captain John Ferrier.

Captains.

Wm. Henry Bayntum, C. W. Penroſe,
Robert Pampin, Joſeph Larcom,
Iſaac Wolley, Robert Philpot,
Charles Grant.

O. H. Galway, Eſq. Deputy Judge Advocate.

The

A.D. 1800 The court having gone through the whole of the evidence, was of opinion that the ſole cauſe of the above accident is, the great errors in the charts on board the ſhip, particularly a French chart in the year 1787, and that publiſhed by Hamilton Moore, in the year 1784.

And it appeared to the court, that Captain Bingham was proceeding perfectly conſiſtent with the order produced, and under which he was acting, and that the courſes ſteered were ſuch as would have taken his Majeſty's ſhip a conſiderable way to the northward of the Formigas; had that ſhoal been nearly ſituated as that laid down in the charts above-mentioned.

And the court was of opinion, that no blame was attached to Captain Bingham, his officers and ſhip's company of the Americaa, for the ſaid accident; and that after the ſhip ſtruck, every poſſible exertion was made by Captain Bingham, his officers and ſhip's company, for her preſervation.

COAST OF AFRICA AND CAPE OF GOOD HOPE.*

In the month of April, Goree with its dependencies, furrendered to the ſquadron under the command of Captain Sir Charles Hamilton.†

Vice-Admiral Sir Roger Curtis commanded at the Cape of Good Hope, and gave the greateſt protection to the trade by the judicious arrangement of his ſquadron.

On the 4th of Auguſt, Captain Rowley Bulteel, of his Majeſty's ſhip Belliqueux, on his paſſage out with the Eaſt India convoy, at day-light in the morning diſcovered four ſail; which at firſt hauled their wind and ſtood towards him; but from perceiving the force of their chaſe, bore up under a preſs of ſail and ſeparated.

Captain Bulteel purſued the largeſt, which at half paſt five in the afternoon of the 5th, he came up with, and after firing a few guns, ſtruck; ſhe proved to be La Concorde, a French frigate of 44 guns, and 444 men, com-

* Appendix, Chap. II. No. 429.

Ships.	Guns.	Commanders.
Raiſonable,	64	S. Lucas.
Belliqueux,	64	Sir Ch. Hamilton
Diomede,	44	W. Taylor.

manded

manded by Citizen Jean François Landolphe, Capitaine de Vaiſſeau and Chef de Diviſion. A. D. 1800

The ſame evening, La Medée of 36 guns, and 315 men commanded by Citizen Daniel Condein, ſtruck her colours to the Bombay Caſtle, Captain John Hamilton, and the Exeter, Captain Henry Meriton.

The other French frigate, La Franchiſe, of 42 guns and 330 men, commanded by Citizen Pierre Jurien, was cloſely purſued by the Coutts, Captain Torin, and the Neptune, Captain Spens, but night coming on, and throwing overboard part of her guns, boats and booms, ſhe effected her eſcape; with an American ſchooner, their prize, fitted as a cruiſer.

Theſe frigates were part of a ſquadron which had ſailed from Rochfort the 6th of March, 1799, and had committed great depredations on the coaſt of Africa.

EAST INDIES.*

Vice Admiral Rainier ſtill commanded in India; towards the latter end of the year he diſpatched Rear Admiral Blanket with a ſquadron to the Red Sea, where he was ſent to convoy a body of troops under the command of Major General Baird, to co-operate with the Britiſh army in Egypt.

His Majeſty's ſchooner, Providence, commanded by Lieutenant Mayo, whilſt lying at Whampoo, had her cables cut two or three times during the night. Her commander irritated at theſe repeated robberies, gave orders, that the firſt boat that approached near the veſſel, with the ſuppoſed intention of cutting the cables, ſhould be fired upon.

On the 11th of February, this order was unfortunately executed, and a young Chineſe fifteen years of age, who was in the boat, was ſhot, and wounded in the ſhoulder.

The Viceroy of the provinces of Canton and Quangſi, ordered the collector of the cuſtoms, to publiſh on the 14th, an edict, by which the Engliſh were accuſed of having drowned one man and wounded another. It was conjoined the preſident of the cohongiſts, the ſociety of traders

* Appendix, Chap. II. No. 410.

A.D. 1800 to communicate its contents to Mr. Hall, chief of the English Factory, and demand from him that the guilty ſhould be given up to juſtice.

Juſt at this time, his Majeſty's ſhip Madras, arrived from Macao, and the matter being repreſented to Captain Dilkes, he proceeded on the traders of the factory to carry a letter to the Viceroy. This ſtep unexampled at Canton, was contrary to all ordinary cuſtoms. The letter was however favourably received.

Captain Dilkes complained of the robbery which had been committed, demanded an impartial examination, and prayed his excellency to conſider the affair as a national buſineſs, and having no connection whatever with the Eaſt India company. The Viceroy did not conſent to this laſt demand; but he ſent a confidential mandarin to confer with Captain Dilkes and Mr. Hall. The parties concerned on both ſides, were preſent at the interview. The Viceroy at laſt decided, in conformity with the Chineſe cuſtom, that the affair ſhould be carried before an inferior tribunal, in order to be finally brought before a ſuperior court.

Captain Dilkes with the guilty perſons, witneſs, and Mr. Staunton, the perſon of inferior rank, went into the town, where the people treated them with much indignity. After having waited for ſeveral hours for the criminal judge of the province, they were brought into court. Captain Dilkes preſided in the manner who was the one accuſed) being examined. The judge refuſed, ſaying, that Engliſh ſailors could not be believed; he added, that if the wounded perſon ſurvived forty days, the laws of China only ordered puniſhment, and that the magiſtrates would paſs over this ſentence in conſideration that the guilty perſon was a foreigner.

Captain Dilkes perſiſting in demanding the examination of the ſailors, and having unfortunately raiſed his voice [illegible] was immediately the [illegible] made a ſignal to the [illegible] who [illegible] Captain Dilkes by the ſhoulders and puſhed him violently out of the court; as was alſo Mr. Staunton.

Some days [illegible] was held to recover [illegible] Captain Dilkes, that in conſideration [illegible] ſubmitting between the

the Engliſh and the Chineſe, he had diſpenſed with the execution of the law. A. D. 1809

On the 9th of Auguſt, the Wellefley armed ſtore ſhip of 22 guns, manned chiefly with Lafcars and Chinamen, commanded by Captain Gordon; and laden with provifions and ſtores for the fleet in India, and at the Cape; having parted company with his Majeſty's ſhip Belleqeux; was attacked by a French Frigate of 36 guns, which after a ſevere conteſt Captain Gordon obliged to ſheer off much diſabled.

On the 9th of October, the Kent Eaſt Indiaman, being off the Sand Heads on her paſſage to Bengal, fell in with and was attacked by Le Conſtance French privateer of 20 guns, 250 men, commanded by M. Surcouf. The battle was maintained with intrepid bravery by Captain Rivington, for one hour and forty minutes, during which time the ſhips were frequently on board each other; at length the great ſuperiority which the enemy had in numbers of men and muſquetry, from which they kept up an inceſſant fire; the Kent was carried by boarding, at this time Captain Rivington after the moſt manly conduct in the defence of his ſhip fell; twelve of his gallant companions alſo were killed, and 42 wounded. So dreadful a carnage was attributed to Captain Surcouf having made moſt of his crew drunk, and a promiſe of one hour's plunder, if they ſhould ſucceed; the conſequence was, that theſe ſavages give no quarter, putting to death all who came in their way either with or without arms, and extended their brutal rage even to ſtab the ſick in their beds.

On the 22d of November, a very ſpirited and gallant action was fought near Muſcat, between the Eaſt India company's armed ſnow Intrepid, commanded by Captain Hall, and a French privateer ſuperior in force. After a ſevere and bloody conflict, the enemy ſheered off, leaving the Intrepid too much crippled to follow her.

Captain Hall was mortally wounded, two ſeamen killed, Lieutenants Smee and Belt, with three Europeans and 18 Laſcars wounded.

A. D. 1801

Supplies granted by Parliament for the Sea Service.

Number of Men, 135,000, including 30,000 marines.

	l.	*s.*	*d.*
For wages and victuals, -	5,062,500	0	0
Wear and Tear, - -	4,500,000	0	0
Ordnance - -	337,500	0	0
Ordinary, &c. - -	637,900	0	0
Extraordinaries, &c. - -	733,000	0	0
Tranſport Service, - -	1,445,718	14	6
Maintenance of priſoners of war,	155,000	0	0
Voted the preceding year for three lunar months, - -	2,928,382	0	0
Total ſupplies for the navy,	15,800,000	14	6
Total ſupplies for the year,	42,197,000	0	0

Flag Officers employed.

Portſmouth.

Officers.	*Rank.*	*Ships.*	*Guns.*
Mark Milbank, Eſq.	Ad. of the White,	Royal William	84
John Halloway, Eſq.	R. Ad. of the White,	no particular ſhip	

Plymouth.

Sir T. Paſley, Bt.	Ad. of the Blue.	Cambridge	84
J. R. Dacres, Eſq.	R. Ad. of the Red,	no particular ſhip	

Channel Fleet.

Earl St. Vincent,	Ad. of the White,	Ville de Paris	110
Sir Hyde Parker, Kt.	Ad. of the Blue,	Royal George	110
Hon. W. Cornwallis,	Ad. of the Blue,	Ville de Paris	110
Sir H. Harvey, K. B. V.	Ad. of the Red.	R. Sovereign	110
J. Gambier, Eſq. V.	Ad. of the White,	Neptune	98
Sir A. Mitchell, K. B. V.	Ad. of the White,	Windſor Caſtle	98
Lord Nelſon, K. B. V.	Ad. of the Blue,	St. Joſeph	120
Sir C. Cotton, Bt. R.	Ad. of the Red,	Prince George	98
Sir E. Gower, Kt. R.	Ad. of the Red,	Princeſs Royal	98
C. Collingwood, Eſq. R.	Ad. of the Red,	Barfleur	98
J. H. Whitſhed, Eſq. R.	Ad. of the Red,	Temeraire	98
Sir R. Calder, Bt. R.	Ad. of the White,	Pr. of Wales	98

E. Thorn-

			A.D.
*E. Thornborough, Eſq. R. Ad. of the Blue,	Mars	74	1801
*Sir J. Saumarez, Bt. R. Ad. of the Blue,	Cæſar	80	
G. Campbell, Eſq. R. Ad. of the Blue,	Temeraire	98	

North Sea and Baltic.

Sir Hyde Parker, Kt. Ad. of the Blue,	London	98
A. Dickſon, Eſq. Ad. of the Blue,	Prs. of Orange	74
Lord Nelſon, K. B. V. Ad. of the Blue,	St. George	98
T. Graves, Eſq. R. Ad. of the White,	Defiance	74
T. Totty, Eſq. Rear Ad. of the Blue,	Zealous	74

Downs.

S. Lutwidge, Eſq. Ad. of the Blue,	Overyſſel	64

Nore.

A. Græme, Eſq. V. Ad. of the White,	Zealand	64

Ireland.

Lord Gardner, Ad. of the Blue,	no particular ſhip	

Mediterranean.

Lord Keith, K. B. Ad. of the Blue,	Foudroyant	80
Sir R. Bickerton, Bt. R. Ad. of the White,	Swiftſure	74
Sir J. B. Warren, Bt. K. B. R. Ad. of the White,	Renown	74
Sir J. Saumarez, Bt. K. B. R. Ad. of the Blue	Cæſar	80
Sir C. M. Pole, Bt. V. Ad. of the Blue,	St. George	98

Halifax.

Sir W. Parker, Bt. V. Ad. of the Red,		

Newfoundland.

C. M. Pole, Eſq. V. Ad. of the Blue,	Agincourt	64

Leeward Iſles.

Sir J. T. Duckworth, K. B. R. Ad of the Red,	Leviathan	74
T. Totty, Eſq. R. Ad. of the Blue,	Saturn	74

* Commanded alternately the ſquadron employed to watch the motions of the enemy in Breſt, and ſometimes anchored off the Black Rocks.

A. D.
1801

Jamaica.

Lord H. Seymour, V. Ad. of the Blue,	Sans Pareil	84
R. Montagu, Efq. R. Ad. of the White,	Carnatic	74

Cape of Good Hope.

Sir R. Curtis, Bt. V. Ad. of the Red,	Lancaster	64

Eaſt Indies.

P. Rainier, Efq. V. Ad. of the Blue,	Suffolk	74
J. Blanket, Efq. R. Ad. of the Red,	Leopard	50

From Beachy-head to Orfordneſs.

Vife. Nelſon, K. B. V. Ad. of the Blue,	Medufa	36

On the 21ſt of February, the Hon. Admiral Cornwallis was appointed to command the Channel fleet, in the room of Earl St. Vincent, promoted to be firſt Lord of the Admiralty.

Captain J. Sutton was at the ſame time appointed firſt Captain to the fleet; vice Sir Thomas Troubridge, Bt. to be a Lord of the Admiralty.

In February, Sir Hyde Parker, hoiſted his flag on board the London, to command in the Baltic. Captain William Domett, appointed captain of the fleet.

Vice Admiral Lord Nelſon * hoiſted his flag on board the St. George, as ſecond in command of the Baltic fleet; by Sir Hyde ſucceeded to command; in June he resigned the command; in July, appointed to command a ſquadron for the defence of the coaſt from Orfordneſs to Beachy-head; and the fortifications within that diſtrict.

Rear Admiral Thomas Graves † hoiſted his flag on board the Defiance, as firſt in command of the Baltic fleet. Upon the flag being hoiſted on Sir Hyde Parker, he ſhifted his flag to the London.

Rear Admiral Thomas Totty, hoiſted his flag on board the Defiance, to come and act as firſt of the Baltic fleet, but that ſhip not being ready, he hoiſted it on board the Zealous, which his ſervices were ſo long required in theſe ſeas,

* Created a Peer of Great Britain, by the ſtyle, title, and dignity of Viſcount Nelſon of the Nile and Burnham Thorpe.

† Created a Peer of Great Britain, by the ſtyle, title, and dignity of Baron Graves of Thorpe Hall.

he

he joined the Channel fleet; and in December was ſent out in the Saturn to the Weſt Indies. A.D. 1801

In July Rear Admiral Whitſhed ſtruck his flag, and Rear Admiral Campbell hoiſted his on board the Temeraire.

In May, Admiral Sir Hyde Parker reſigned the command of the Baltic fleet. In June, Vice Admiral Pole,* hoiſted his flag on board the Blonde, and ſailed to the Baltic to relieve Lord Nelſon; returned and joined the Channel fleet in Auguſt, then ſailed with the ſquadron to the Mediterranean.

Rear Admiral Sir James Saumarez, Kt. was ſent on the 16th of June, to command a ſquadron of Cutters.†

On the 7th of Auguſt, Vice Admiral Sir William Parker returned from Halifax on board the St. Albans.

On the 1ſt of January, the Union between Great Britain and Ireland, was eſtabliſhed by act of parliament; the arms and colours of the two kingdoms were changed. The arms of England in the firſt and fourth quarters, thoſe of Scotland in the ſecond, and Ireland in the third; thoſe of Hanover, &c. in an eſcutcheon of pretence. The arms of France was expunged. The croſs of St. Patrick was alſo added to the Union flag.

On the ſame day, his Majeſty was graciouſly pleaſed to order the following promotion of flag officers, viz.

Richard Braithwaite, Eſq.	Admirals of the Blue to be Admirals of the White.
Philips Cotby, Eſq.	
Samuel Corniſh, Eſq.	
John Briſbane, Eſq.	
Charles Wolfeley, Eſq.	
Samuel Cranſton Goodall, Eſq.	
H. R. H. W. H. D. of Clarence,	

* On the 15th of Auguſt, created a Baronet of Great Britain.

† On the 6th of June created a Baronet of Great Britain, and on the 5th of September, nominated a Knight of the Bath.

A.D. 1801

Robert Linzee, Eſq.
Sir James Wallace, Knt.
William Pere Williams, Eſq.
Sir Thomas Pasley, Bart.
Sir Thomas Rich, Bart.
James Cumming, Eſq.
Sir John Colpoys, K. B.
Skeffington Lutwidge, Eſq.
Archibald Dickſon, Eſq.
George Montagu, Eſq.
Thomas Dumareſq, Eſq.
Rt. Hon. Lord Keith, K. B.

} Vice Admirals of the Red to be Admirals of the Blue.

Thomas Mackenzie, Eſq.
Thomas Pringle, Eſq.
Sir Roger Curtis, Bt.
Sir Henry Harvey, K. B.
Robert Mann, Eſq.
Sir William Parker, Bart.
Ch. H. Everitt Calmady, Eſq.
John Bourmaſter, Eſq.
Sir George Young, Knt.
John Henry, Eſq.
Richard Rodney Bligh, Eſq.

} Vice Admirals of the White to be Vice Admirals of the Red.

Robert Biggs, Eſq.
Francis Parry, Eſq.
Isaac Preſcott, Eſq.
John Bazeley, Eſq.
Chriſtopher Maſon, Eſq.
Thomas Spry, Eſq.
Sir John Orde, Bt.
William Young, Eſq.
James Gambier, Eſq.
Sir Andrew Mitchell, K. B.

} Vice Admirals of the Blue to be Vice Admirals of the White.

Chriſtopher Parker, Eſq.
Phillip Patton, Eſq.
Charles Maurice Pole, Eſq.
John Browne, Eſq.
John Leigh Douglas, Eſq.
William Swiney, Eſq.
Charles Edmund Nugent, Eſq.
Charles Pow. Hamilton, Eſq.
Edmund Dod, Eſq.
Rt. Hon. Lord Nelſon, K. B.

} Rear Admirals of the Red to be Vice Admirals of the Blue.

James

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James Brine, Eſq.
John Pakenham, Eſq.
Sir Eraſmus Gower, Knt.
John Halloway, Eſq.
John Blankett, Eſq.
George Wilſon, Eſq.
Sir Charles Knowles, Bart.
Hon. Thomas Pakenham,
Robert Deane, Eſq.
Cuthbert Collingwood, Eſq.
James Hawkins Whitſhed, Eſq.
Arthur Kempe, Eſq.
Smith Child, Eſq.
Rt. Hon. Lord Cha. Fitzgerald,
Thomas Taylor, Eſq.
John Thomas Duckworth. Eſq.

} Rear Admirals of the White to be Rear Admirals of the Red.

John Knowles, Eſq.
John Willet Payne, Eſq.
Sir Robert Calder, Bart.
James Richard Dacres, Eſq.
Hon. George Berkeley,
Thomas Weſt, Eſq.
James Douglas, Eſq.
Peter Aplin, Eſq.
Henry Savage, Eſq.
Bart. Sam. Rowley, Eſq.
Sir Richard Bickerton, Bart.
George Bowen, Eſq.
Robert Montagu, Eſq.
John Ferguſſon, Eſq.
Edward Edwards, Eſq.
Sir John Borlaſe Warren, Bt. and K. B.

} Rear Admirals of the Blue to be Rear Admirals of the White.

The following Captains were appointed flag officers.

Edward Tyrrel Smith, Eſq.
Thomas Graves, Eſq.
Tho. Mac. Ruſſel, Eſq.
Sylverius Moriaty, Eſq.
Sir Henry Trollope Knt.

} To be Rear Admirals of the White.

Henry

A. D. Henry Edwin Stanhope, Esq.
1811 [illegible] M'Dougall, Esq.
Billy Douglas, Esq.
[illegible] Wrekey, Esq.
John Inglis, Esq.
[illegible], Esq.
[illegible], Esq.
[illegible], Esq.
John Knight, Esq.
Edw. Thornborough, Esq. } To be Rear Admirals
James Kempthorne, Esq. } of the Blue.
Samuel Edwards, Esq.
George Campbell, Esq.
Thomas Hicks, Esq.
Henry Cromwell, Esq.
[illegible] Phillip, Esq.
Sir W. G. Fairfax, Knt.
[illegible], Esq.
Sir [illegible], Knt.

[illegible] AT HOME AND NEAR HOME.*

[illegible] Held on board the [illegible] Captain Thomas [illegible] the Marlborough [illegible] following [illegible].

* [illegible] was occasioned by [illegible] the Bay of Quiberon, on the coast of France, [illegible] from the uncertain intention of [illegible], and Captain Sidney's anxiety and zeal to carry his orders into execution, and being thereby so difficult as [illegible] that no blame was imputed to Captain Sidney, his officers, or ship's company, for their conduct on that occasion; and that they afterwards did their utmost to preserve the ship and stores.

Resolved, That His Majesty was pleased to grant unto Sir Thomas [illegible], Bart. Captain Alexander John Ball, Captain Samuel Hood, and Captain Benjamin Hallowell, his royal licence and permission to accept the rank of commander of the Order of St. Ferdinand and of Merit, which his Majesty the King of Ferdinand the Fourth, King of the Two Sicilies, was pleased to confer upon them, and to wear the insignia of the said order.

* [illegible] Egypt. For complete [illegible] the Channel.

On the 9th, the Conſtitution hired armed cutter, of 12 guns and 40 men, commanded by Lieutenant Faulkner, was captured, after a gallant reſiſtance off Portland, by two French cutter privateers, each mounted with 14 guns, and manned with 80 men. A.D. 1801

The Conſtitution was retaken by a Cuſtom-houſe cutter.

On the 14th, an embargo was laid on all Ruſſian, Swediſh, and Daniſh ſhips in the united kingdoms of Great Britain and Ireland.

A ſquadron was ordered to rendezvous in Yarmouth Roads, to ſail into the Baltic ſo ſoon as the weather would permit, the command of which was conferred on Admiral Sir Hyde Parker, who had under him Vice Admiral Lord Nelſon, Rear Admirals Graves and Totty.

On the 23d, a French ſquadron, under the command of Rear Admiral Gantheaume, took the opportunity of a ſtrong gale from the N. E. in which the Britiſh fleet was forced from its ſtation, to ſlip out of Breſt.

This was no ſooner made known to government, than orders were immediately ſent for Admiral Earl St. Vincent to detach a ſquadron from the Channel fleet in queſt of the enemy: he accordingly diſpatched Rear Admiral Calder with ſeven ſail of the line and two frigates.*

On the 26th, the Oſtend, Sirius, and Amethyſt, commanded by the Captains Samuel Hood, Linzee, King, and Cook, captured, near Cape Belon, after a chace of forty-two hours, and a running fight with the two firſt of forty-five minutes, La Dedaigneuſe French frigate, of 36 guns and 300 men, on whom ſeveral were killed; her captain, firſt lieutenant, and 15 men wounded. None were either killed or wounded on board the Britiſh frigates; their ſails, riggings, &c. a little damaged.

La Dedaigneuſe was bound with diſpatches from Cayenne for Rochfort. She was purchaſed into the navy.

On the ſame night, the Concorde, Captain Robert Barton, being off Cape Finiſterre, fell in with the French ſquadron under M. Gantheaume, and was chaſed by one of his frigates: the Concorde at this time having a Swediſh convoy in tow, caſt her off, and bore away large. At day-light on the 27th, the frigate which had chaſed was drawn [illegible] from the fleet; this enabled Captain Bar-

* See Vol. II. Chap. II. Sect. 12. Britiſh and French ſquadrons.

ton

A.D. 1801 ton to bring her to close action, which was maintained with much gallantry for forty minutes, when the fire from the enemy was completely silenced; but the French squadron had by this time approached so near to her assistance, that it was impossible for Captain Barton to think of taking possession of his prize, especially as the greater part of his rigging and sails were much cut; he therefore judged it most prudent to bear up for an English port, to communicate the intelligence of his having fallen in with the above squadron, and its probable destination from the course it steered. In this contest the Concorde had five men killed, and 24 wounded. The enemy's frigate, which was known to be Le Bravoure, had a lieutenant and nine men killed; her captain and 24 wounded.

Early in February M. Gantheaume passed the Straits of Gibraltar; and having steered up the Mediterranean, wrote the following letter to the Minister of the Marine, giving an account of his proceedings from the time of his leaving Brest.

Rear Admiral GANTHEAUME, *Counsellor of State, to Citizen* FARFAIT, *Minister of the Marine.*

"*The extremity of Cape de Gat, on the Coast of France, Feb.* 10.

"Citizen Minister,

"Having been discovered on our route by many neutral ships, being obliged by circumstances to enter the Straits, and pass before Gibraltar in the day time; and it being impossible any longer to conceal the circumstances of our being in this sea, I have thought it my duty to send you an account of every thing relating to our squadron up to the present day.

"Having sailed from Brest on the evening of the 23d of January, with a very strong north wind, we found ourselves in the course of the night, involved in the Passage L'Iroise, with very bad weather. In spite of the precautions which I had taken to prevent a separation, it was impossible for us to continue together. The order in which I ordered the squadron to depart, was the order of battle, the Indivisible being the foremost ship. The vessels were to keep very close to each other, that they might be able to fight to advantage in case of being met by the enemy; but it was

quite

quite dark, and the ſqualls came on with ſuch force, that almoſt all the veſſels having their rigging much injured, none of them were in a condition to follow me, or to preſerve any order. The Formidable, which was behind the Invincible, had her three top-maſts carried away by the violence of the wind, almoſt at the Point of St. Mathieu; the Dix Août was obliged to go out of its courſe, in order to give aſſiſtance to the Vautour lugger, which having ſhipped a heavy ſea, was on the point of ſinking. The Conſtitution alſo, after having doubled Point St. Mathieu, loſt her main-top maſt. At length all theſe ſhips were diſperſed, and remained behind. After having waited for them more than two hours, and not ſeeing any of them, I took the route I had marked out for myſelf. On the following day there was only the Creole frigate in company with me; the weather continued dreadful. The Indiviſible loſt her main-top at ſix in the morning. During the night, we acquired, by means of lights, a knowledge of the enemy's diviſion, which we knew to be ſtationed at ſome diſtance. In the courſe of the day we were not diſcovered by any ſhips. A.D. 1801

"In hopes of finding again, at the place of rendezvous, the ſhips that were ſeparated, I was anxious to repair thither, by making all the ſail I could. Our navigation to this Point offered nothing intereſting; we had viſited ſome neutral veſſels, which gave us no information; and we did not ſee the ſhadow of an Engliſh veſſel either of war, or otherwiſe. On the 29th ult. we were exactly at the rendezvous which I had fixed upon for the ſquadron. A corvette was diſcovered to the windward of us; ſhe made ſuch ſignals as made me ſuppoſe ſhe was an enemy; we chaced her all day; and it was not till after a great deal of difficulty that we came up with, and took her at nine o'clock at night. She was a ſhip belonging to the king of England, called the Incendiary,* armed with 28 guns, which had been ſent from Gibraltar by Admiral Warren, for the purpoſe of watching us.

"This capture was a good augury for us: the day after we met the Formidable, which had not met with any thing intereſting in her paſſage; and on the 2d inſtant all the reſt of the veſſels joined us. Captain Maſcoulo, of the

* Fireſhip of 14 guns.

Indiviſible.

A.D. 1801 Indomptable, had got them all together on the 23d and 24th. I was then informed of the damages which the veſſels had ſuſtained; and which, during the terrible weather that prevailed on the night of our departure, were the ſole cauſe of our ſeparation.

"That officer informed me that he had been at different times obſerved by ſome of the enemy's frigates, which he had been unable to chace, as he did not wiſh to loſe a moment in repairing to the rendezvous, which I had pointed out to him.

"Having, however, been at Cape Finiſterre during the night, and learnt by the ſignals from the frigate La Bravoure, that there were ſome ſhips which were at no great diſtance from the diviſion to which ſhe belonged; that frigate followed them rather too far, and had an action with an Engliſh frigate. La Bravoure attacked the enemy within piſtol ſhot, and the Engliſh frigate boldly expected the attack. It appears that our frigate was of inferior force, as the enemy's guns were eighteen pounders; yet the latter, after an engagement which laſted half an hour, in which we attempted to board her, made the beſt of her way with all the ſail ſhe could carry. Captain Dordelin, who was at a great diſtance from his diviſion, was unable to purſue her, and returned to his ſquadron.

"Had the attempts of La Bravoure to board the enemy ſucceeded, it muſt have been crowned with the fulleſt effect; for, according, to every account, our firſt broadſide had cauſed great carnage, and nothing was heard from the ſhip but groans and cries. As it was impoſſible for La Bravoure to manœuvre properly, in conſequence of the ſtate of her maſts and rigging; and as the pilot was killed, and the captain dangerouſly wounded, the enemy ſeized the opportunity to eſcape.

"La Bravoure loſt in the engagement ten men, among whom is the third lieutenant, Citizen Keroan. She had 24 wounded, among whom is Captain Dordelin, who had half of his hand carried off by a ſwivel.

"Notwithſtanding the loſs ſuſtained by La Bravoure, the action does great honour to the captain, whom I beg leave to recommend to your protection. He is the ſon of a man univerſally eſteemed in the navy, and the brother of a general officer, who has, during the war, ſerved with equal diſtinction and modeſty. Citizen Dordelin is in every reſpect

respect entitled to your patronage; and in granting to him A.D.
the rank of captain of a ship of the line, which I demand 1801
for him, you will not only reward his own good services and zeal, but the meritorious conduct of his brother.

"It is with infinite satisfaction, Citizen Minister, that I can, in concluding my letter, give you a pleasing account of the generous spirit which pervades the squadron. Emulation, zeal, and an ardent desire of honour, are common to all the captains; and there is not one on whom the commander in chief cannot place an equal degree of reliance.

"Health and respect,

"GANTHEAUME."

On the 17th Vice-Admiral Lord Nelson hoisted his flag on board the St. Joseph of 112 guns, at Plymouth; and on the 24th was presented by the Corporation with the freedom of that city in a gold box.

On the 21st the Board of Admiralty was changed.*

On the 2d of February, Lieutenant Lloyd, in the Nimble cutter, fell in with, and captured off the Isle of Wight, after a short action, the Bonaparte French cutter privateer, of 14 brass guns and 44 men, two of whom were killed, and the first lieutenant wounded.

On the 16th of March, between two and three o'clock in the afternoon, the Invincible, of 74 guns, having the flag of Rear-Admiral Thomas Totty, on board, in going to join the Baltic fleet, struck on the sand bank called Hammond's Knowl, where she remained three hours, the masts being cut away, and some heavy stores thrown overboard, she swung off, and drove into seventeen fathom water; but unfortunately the rudder being gone, the ship became unmanageable, and the signal was made for the bank. A fishing smack, to the exertions of whose people the highest credit and the greatest praise are due, came to the wreck; on which two boats were immediately sent on board.

On board one of the former was the captain, first lieutenant, three of the admiral's servants, and four or five seamen, reached the fishing smack in safety; as did also the other boat full of people. Both of them immediately returned to the ship, but on re-approaching the wreck, one was turned away, and every person on board would have

* Appendix, Chap. IV. No. 1.

inevitably

A. D 1801 inevitably perifhed, had not a collier, which happened to be paffing at this critical moment, happily picked them all up. This veffel afterwards afforded every affiftance that humanity urged, or that fhe was capable of giving, and was the means of faving the lives of many of the crew. The fifhing fmack, with the admiral on board, being unable to afford the leaft affiftance to the fhip, remained at anchor during the whole of Monday night. On the approach of day, the mafter of this veffel expreffed an unwillingnefs to go any nearer the wreck; but Admiral Totty, in direct oppofition to him, caufed the cable to be cut, and immediately proceeded to the fhip. Melancholy, however to relate, while he was doing every thing of which human exertion is capable, to affift the unhappy people on board, the wreck once more floated into deep water, and gradually funk, to the infinite diftrefs of the admiral and the other fpectators, who were nearly frantic with grief at this tremendous fcene of human mifery and deftruction. While the fhip was thus rapidly going down, the launch was got out, as many of the crew as fhe could poffibly hold inftantly jumped on board, and had only time to clear the poop, when the veffel with 400 fouls, entirely difappeared and went to the bottom. A number of the unhappy fufferers from the floating wreck attempted to get on board the already overloaded launch; but as no more could be permitted to enter without the certain lofs of the whole, they were ftruck away with the oars, and in a few feconds perifhed.

Captain Rennie, after the fhip had funk, attempted to fwim to the launch, and after a fevere exertion got within reach of the oars; when exhaufted with fatigue, and unable to make any further effort, he calmly refigned himfelf to his fate, lifting up his hands as if to implore the bleffing of heaven, and immediately placing them upon his face, he went directly down without a ftruggle. Thus perifhed a brave and meritorious officer, whofe eminent virtues as a man enfured him the eſteem of all who knew him; and whofe profeffional fame, had he furvived, bid fair to rendered him an ornament to his country.*

The total number of the crew who perifhed amounted to upwards of 400, among whom were feveral officers paffengers to join their fhips in the Baltic fleet.

* Captain Rennie was made poft for his diftinguifhed merit at the attack of the Holder.

The

A. D. 1801

The following were the Officers ſaved.

Rear Admiral Totty,

Lieutenants	Tucker,	
	Quaſh,	
	Eveley (London)	
Purſer	Clyde.	
Boatſwain,	Knowles	
Maſter's mates	Tucker	
	Whiteway,	
	Stout.	
Midſhipmen	Wilſon,	
	Pope,	
	Finnery,	
	Preſton.	
Officers and Seamen,		177
Marines	-	19
Total	- -	196

On the 31ſt of March a court-martial was aſſembled on board his Majeſty's ſhip Ruby at Sheerneſs to try Rear Admiral Totty, and the ſurviving officers and ſhip's crew of his Majeſty's late ſhip Invincible, for the loſs of the ſaid ſhip.

After the court was ſworn, Rear Admiral Totty's narrative, in a letter to the Admiralty, deſcribing the melancholy fate of that ſhip, and the greater part of her crew, was read, and ſworn to by the rear admiral, and proved by all the ſurvivors to be a juſt and faithful ſtatement: it went to prove, that the loſs of the ſhip was ſolely owing to the ignorance of the pilot and maſter, who was himſelf a North Sea pilot; for from Yarmouth Roads, or rather after getting through the Thackle, the ſhip was ſteering with a free wind, and until half an hour before ſhe ſtruck, they had the advantage of the land in ſight to aſſiſt them. When ſhe ſtruck, the pilot and maſter aſſerted that it muſt be on a bank unknown, or on a Knowl that had recently been made by ſome convulſion. However, they were deceived, and it proved to be no other than Hammond's Knowl, on

A.D. 1801 which they were drawn by a moſt rapid tide, allowance for which they had not made.

After the evidences were examined, and after a very ſhort deliberation, Rear Admiral Totty, the ſurviving officers and crew were acquitted. By every thing that appeared, the ſteady cool ſubordination that prevailed, from her firſt ſtriking until the fatal moment that ſhe went down, beſpoke her high ſtate of diſcipline, and makes us the more deplore the loſs of an officer like Captain Rennie, who could, out of a raw ſhip's company, produce ſuch order and regularity to the laſt. The feeling that Admiral Totty and the ſurvivors ſhewed during the whole proceedings, was extremely creditable to themſelves.

When the admiral ſpoke of his captain, it was with ſuch feeling and emotion, that he could with difficulty ſupport himſelf.

On the 1ſt of April, a court-martial was aſſembled and held on board his Majeſty's ſhip Gladiator in Portſmouth harbour, to try Captain Duncan, his officers, and ſhip's company, for the loſs of the Scout ſloop of war, in her paſſage through the Shingles.

The Court having heard the narrative of Captain Duncan, was of opinion, that the loſs of the ſaid ſloop was occaſioned by her being driven on the Shingles by the rapidity of the tide, after ſhe was tacked, and before ſhe got head way through the water, the ſhip having put in ſtays, by the pilot's directions, whilſt the proper mark (being the light of Horſt Caſtle) was in ſight, and that no blame was imputable to the ſaid Captain Henry Duncan, his officers, the pilot, or ſhip's company, for their conduct upon that occaſion.

On the morning of the 3d of April, Captain Sir Edward Hamilton, in the Trent, being on a cruize off the coaſt of France, obſerved a large ſhip with French colours, under the protection of a cutter and lugger privateer, making ſail from the anchorage of Brehat to Plampoul; the Trent's boats were immediately diſpatched, under the command of Lieutenants Chamberlayne, Scallon, and Bellamy, with Lieutenant Taite, of the marines. The enemy ſeemed at firſt determined to reſiſt and defend their veſſels, and ſent many boats from the ſhore to their aſſiſtance, which, with the lugger, took the ſhip in tow; but on the very ſpirited and

on the near approach of the Trent's, the lugger and boats caſt off the tow, and after maintaining a ſevere conflict, ſupported by an inceſſant fire from five batteries, they were ſubdued and chaced on the rocks. The ſhip was afterwards moſt gallantly boarded, and carried by Lieutenant Chamberlayne, and the marine officer, the latter of whom loſt his right leg, and was the only perſon wounded; two ſeamen were killed. Several of the enemy were drowned in attempting to eſcape to the ſhore. A.D. 1801

On the 9th, ſix ſeamen belonging to the Active frigate, were tried by a court-martial on board the Gladiator in Portſmouth harbour, for writing anonymous letters, endeavouring to make mutinous aſſemblies, and for uttering ſeditious and mutinous words.

The evidence having been examined on the part of the proſecution, and the priſoners heard in their defence, the Court, after a mature and deliberate conſideration, paſſed the following ſentence:—King, to receive 500 laſhes; Bretham and Forreſt, 300 each; and Byrne, 50, from ſhip to ſhip; Scott and Parriſh, three dozen each on board their own ſhip. Marſh was acquitted.

On the 10th, the Beaver merchantman, O'Connor, maſter, laden with wine from Oporto to London; having on the 21 parted from her convoy, was captured by Le Brave French privateer, of 18 guns and 70 men, the captain of which put on board a prize maſter and four men, leaving only O'Connor and a boy on board the Beaver. He contrived to ſecure the French prize maſter, by ſeizing him, and tying his hands behind him, in the cabin, and locked the door; then ran on deck with a crow bar and piſtol, and attacked the man at the helm, who, in the ſcuffle, fell overboard and was drowned. The other three men being aloft in the tops, he took the helm, and ordered them to ſtay there, or he would ſhoot them. In this anxious ſtate he remained all night, the Beaver making very little way, being extremely leaky. In the morning at day-light, to his great joy, he diſcovered a frigate, and contrived to make a ſignal of diſtreſs, upon which ſhe bore down towards him, and proved to be the Loire, Captain Newman, who ſent a boat on board to his aſſiſtance, and carried the Beaver into Plymouth.

For this gallant exploit, the Court of Admiralty awarded

A.D. 1801 to Mr. O'Connor 85l.; to the two boys who affiſted him, 15l. To the officers and crew of his Majeſty's ſhip Loire 500l

On the 20th of April, a court-martial was held on board the Cambridge, in Hamoaze, on Captain Lloyd, of the Mars, and Lieutenants Burnet and Davies, of the Centaur, for thoſe ſhips running foul of each other off the Black Rocks, on the night of the 10th ult. The court acquitted Captain Lloyd and Lieutenant Burnet, and ſentenced Lieutenant Davis to loſe ſix months rank, and to be diſmiſſed from his Majeſty's ſhip Centaur.

On the 6th of May, Captain Dun, of the Incendiary fire-ſhip, and Lieutenant Jump, of the Sprightly cutter, were both acquitted by the ſentence of a court-martial, held on board the Gladiator in Portſmouth harbour, for the loſs of the ſaid veſſel, when taken by M. Gantheaume's ſquadron in the Mediterranean.

On the 16th of May, the boats of the Naiad and Phaeton frigates were ſent, under the command of Lieutenant Marſhall, to attack two Spaniſh armed veſſels in the port of Marin, near the town of Pontevedra, one of which was moored ſtem and ſtern, under the protection of a five gun battery. In defiance of this force, Lieutenant Marſhall and his brave aſſociates, boarded and brought off L'Alcudia, the largeſt, and deſtroyed El Rapoſo. Captain Ricketts was alſo obliged to ſet fire to L'Alcudia. In the execution of this ſervice, only four men were wounded.

On the 21ſt of May, Captain R. Philpot of the Prompte, was reprimanded by the ſentence of a court-martial, held on board the Gladiator, in Portſmouth harbour; the charge of his having ſuffered William Oates, a ſeaman, ſuppoſed to have belonged to the Hermione to eſcape from his ſhip.

On the 4th of June, the embargo was taken off the Ruſſian, Daniſh and Swediſh veſſels, by the King's order in council; and on the 17th, a convention was ſigned between the courts of Great Britain and Ruſſia, at St. Peterſburgh, of which the following is a copy.

Convention

A.D. 1801

Convention between his Britannic Majesty, and the Emperor of Russia. Signed at St. Petersburgh, the 5th (17th) of June, 1801.

In the Name of the Most Holy and Undivided Trinity.

"THE mutual desire of his Majesty the king of the united kingdoms of Great Britain and Ireland, and of his Majesty the Emperor of all the Russias, being not only to come to an understanding between themselves with respect to the differences which have lately interrupted the good understanding and friendly relations which subsisted between the two states; but also to prevent, by frank and precise explanations upon the navigation of their respective subjects, the renewal of similar altercations and troubles which might be the consequence of them: and the common object of the solicitude of their said Majesties being to settle, as soon as can be done, an equitable arrangement of those differences, and an invariable determination of their principles upon the rights of neutrality, in their application to their respective monarchies, in order to unite more closely the ties of friendship and good intercourse, of which they acknowledge the utility and the benefits; have named and chosen for their plenipotentiaries, viz. His Majesty the king of the united kingdom of Great Britain and Ireland, Alleyne Lord Baron St. Helens, his said Majesty's privy counsellor and his ambassador extraordinary, and plenipotentiary to his Majesty the Emperor of all the Russias; and his Majesty the Emperor of all the Russias, Sieur Nikita Count de Panin, his privy counsellor, minister of state for the foreign department of foreign affairs, present chamberlain, Knight of the Grand Cross of the Orders of St. Alexander Newsky, and of St. Anne of the first class, of that of St. Ferdinand, and of Merit, of the Red Eagle, and of St. Lazarus; who after having communicated their respective full powers, and found them in good and due form, have agreed upon the following points and articles.

"Art. I. There shall be hereafter between his Britannic Majesty and his Imperial Majesty of all the Russias, their subjects, the states and countries under their dominions, good and unalterable friendship and understanding,

A. D. 1801 and all the political, commercial, and other relations of common utility between the reſpective ſubjects, ſhall ſubſiſt as formerly, without their being diſturbed or troubled in any manner whatever.

"Art. II. His Britannic Majeſty and the Emperor of all the Ruſſias declare, that they will watch over the moſt rigorous execution of the prohibitions againſt the trade of contraband of their ſubjects with the enemies of either of the high contracting parties.

"Art. III. His Britannic Majeſty and his Imperial Majeſty of all the Ruſſias having reſolved to place under a ſufficient ſafeguard the freedom of commerce and navigation of their ſubjects, in caſe one of them ſhall be at war, whilſt the other ſhall be neuter, have agreed:—

"1. That the ſhips of the neutral power may navigate freely to the ports, and upon the coaſts of the nations at war.

"2. That the effects embarked on board neutral ſhips ſhall be free, with the exception of contraband of war, and enemy's property; and it is agreed not to compriſe under the denomination of the latter, the merchandize of the produce, growth, or manufacture of the countries at war, which ſhould have been acquired by the ſubjects of the neutral power, and ſhould be tranſported for their account, which merchandize cannot be excepted in any caſe from the freedom granted to the flag of the ſaid power.

"3. That in order to avoid all equivocation and miſunderſtanding of what ought to be conſidered as contraband of war, his Britannic Majeſty, and his Imperial Majeſty of all the Ruſſias, declare, conformably to the 11th article of the treaty of commerce concluded between the two crowns on the 10th (21ſt) February 1797, that they acknowledge as ſuch the following articles only; viz.—Cannons, mortars, fire-arms, piſtols, bombs, grenades, balls, bullets, firelocks, flints, matches, gunpowder, ſaltpetre, ſulphur, cuiraſſes, pikes, ſwords, ſword-belts, knapſacks, ſaddles and bridles, excepting, however, the quantity of the ſaid articles which may be neceſſary for the defence of the ſaid ſhip and of thoſe who compoſe the crew; and all other articles whatever, not enumerated here ſhall not be reputed warlike and naval ſtores, nor be ſubject to confiſcation, and of courſe ſhall paſs freely, without being ſubjected to the ſmalleſt difficulty, unleſs they be conſidered

enemy's

enemy's property in the ſenſe above ſpecified. It is alſo agreed, that that which is ſtipulated in the preſent article ſhall not be prejudicial to the particular ſtipulations of one or the other crown with other powers, by which articles of a ſimilar kind ſhould be reſerved, prohibited, or permitted. A D. 1801

"4. That in order to determine what characteriſes a blockaded port, that denomination is given only to a port where there is, by the diſpoſitions of the power which attacks it with ſhips ſtationary, or ſufficiently near, an evident danger in entering.

"5. That the ſhips of the neutral Power ſhall not be ſtopped but upon juſt cauſes and evident facts: that they be tried without delay, and that the proceeding be always uniform, prompt, and legal.

"In order the better to enſure the reſpect due to theſe ſtipulations, dictated by the ſincere deſire of conciliating every intereſt and to give a new proof of their uprightneſs and love of juſtice, the high contracting parties enter here into the moſt formal engagement to renew the ſevereſt prohibitions to their captains, whether of ſhips of war or merchantmen, to take, keep, or conceal on board their ſhips, any of the articles which, in the terms of the preſent convention, may be reputed contraband, and reſpectively to take care of the execution of the orders which they ſhall have publiſhed in their admiralties, and wherever it ſhall be neceſſary.

"IV. The two high contracting parties, wiſhing alſo to prevent all ſubject of diſſention in future by limiting the right of the ſearch of Merchant ſhips going under convoy to thoſe caſes only, in which the belligerent power might experience a real prejudice by the abuſe of the neutral flag, have agreed:

"1. That the right of ſearching merchant ſhips belonging to the ſubjects of one of the contracting powers, and navigating under convoy of a ſhip of war of the ſaid power, ſhall only be exerciſed by ſhips of war of the belligerent party, and ſhall never extend to letters of marque, privateers, or other veſſels, which do not belong to the royal or imperial fleet of their Majeſties, but which their ſubjects ſhall have fitted out for war.

"2. That the proprietors of all merchant ſhips belong-

A.D. 1801. ing to the ſubjects of one of the contracting ſovereigns, which ſhall be deſtined to ſail under convoy of a ſhip of war, ſhall be required, before they receive their ſailing orders, to produce to the commander of the convoy, their paſſports and certificates, or ſea letters, in the form annexed to the preſent treaty.

" 3. That when ſuch ſhips of war, having under convoy merchant ſhips, ſhall be met with by a ſhip or ſhips of war of the other contracting party, who ſhall then be in a ſtate of war, in order to avoid all diſorder, they ſhall keep out of cannon ſhot, unleſs the ſtate of the ſea, or the place of meeting, render a nearer approach neceſſary; and the commander of the ſhip of the belligerent power ſhall ſend a boat on board the convoy, where they ſhall proceed reciprocally to the verification of the papers and certificates that are to prove on one part, that the ſhip of war is authorized to take under its eſcort ſuch or ſuch merchant ſhips of its nation, laden with ſuch a cargo, and for ſuch a port. On the other part, that the ſhip of war of the belligerent party, belongs to the Royal or Imperial fleet of their Majeſties.

" 4. This verification made, no ſearch ſhall take place, if the papers are found in form, and if there exiſts no good motive for ſuſpicion. In the contrary caſe, the commander of the neutral ſhip of war (being duly required thereto by the commander of the ſhip or ſhips of war of the belligerent power) is to bring to and detain his convoy during the time neceſſary for the ſearch of the ſhips which compoſe it, and he ſhall have the faculty of naming and delegating one or more officers to aſſiſt at the ſearch of the ſaid ſhips, which ſhall be done in his preſence on board each merchant ſhip, conjointly with one or more officers appointed by the commander of the ſhip of the belligerent party.

" 5. If it happen that the commander of the ſhip or ſhips of the power at war, having examined the papers found on board, and having interrogated the maſter and crew of the ſhip, ſhall ſee juſt and ſufficient reaſon to detain the merchant ſhip in order to proceed to an ulterior ſearch, he ſhall notify ſuch intention to the commander of the convoy, who ſhall have the power to order an officer to remain on board the ſhip thus detained, and to aſſiſt at the examination of the cauſe of her detention. The merchant ſhip ſhall be carried immediately to the neareſt and moſt convenient

convenient port belonging to the belligerent power, and the ulterior ſearch ſhall be carried on with all poſſible diligence. A.D. 1801

" Art. V. It is in like manner agreed, that if any merchant ſhip thus convoyed ſhould be detained without juſt and ſufficient cauſe, the commander of the ſhip or ſhips of war of the belligerent power ſhall not only be bound to make to the owners of the ſhip and of the cargo, a full and perfect compenſation for all the loſſes, expences, damages, and coſts, occaſioned by ſuch a detention, but ſhall moreover undergo an ulterior puniſhment for every act of violence or other fault which he may have committed, according as the nature of the caſe may require. On the other hand, the convoying ſhip ſhall not be permitted, under any pretext whatſoever, to reſiſt by force the detention of the merchant ſhip or ſhips by the ſhip or ſhips of war of the belligerent power; an obligation to which the commander of a ſhip of war with convoy is not bound to obſerve towards letters of marque and privateers.

" Art. VI. The high contracting parties ſhall give preciſe and efficacious orders that the judgments upon prizes made at ſea ſhall be conformable with the rules of the moſt exact juſtice and equity; that they ſhall be given by judges above ſuſpicion, and who ſhall not be intereſted in the affair in queſtion. The government of the reſpective ſtates ſhall take care that the ſaid deciſions ſhall be ſpeedily and duly executed, according to the forms preſcribed. And in caſe of an unfounded detention, or other contravention to the regulations ſtipulated by the preſent article, the owners of ſuch ſhip and cargo ſhall be allowed damages proportioned to the loſs occaſioned thereby. The rules to obſerve for theſe damages, and for the caſe of unfounded detention, as alſo the principles to follow for the purpoſe of accelerating the proceſs, ſhall be the matter of additional articles, which the contracting parties agree to ſettle between them, and which ſhall have the ſame force and validity as if they were inſerted in the preſent act. For this effect, their Britannic and Imperial Majeſties mutually engage to put their hand to the ſalutary work, which may ſerve for the completion of theſe ſtipulations, and to communicate to each other, without delay, the views which may be ſuggeſted to them by their equal ſolicitude to prevent the leaſt grounds for diſpute in future.

" Art.

A. D. 1801 "Art. VII. To obviate all the inconveniencies which may arife from the bad faith of thofe who avail themfelves of the flag of a nation without belonging to it, it is agreed to eftablifh for an invariable rule, that any veffel whatever, in order to be confidered as the property of the country, the flag of which it carries, muft have on board the captain of the fhip, and one half of the crew of the people of that country, and the papers and paffports in due and perfect form; but every veffel which fhall not obferve this rule, and which fhall infringe the ordinances publifhed on that head, fhall lofe all rights to the protection of the contracting powers.

"Art. VIII. The principles and meafures adopted by the prefent act, fhall be alike applicable to all the maritime wars in which one of the two powers may be engaged, whilft the other remains neutral. Thofe ftipulations fhall in confequence be regarded as permanent, and fhall ferve for a conftant rule to the contracting powers in matters of commerce and navigation.

"Art. IX. His Majefty the King of Denmark, and his Majefty the King of Sweden, fhall be immediately invited by his Imperial Majefty, in the name of the two contracting parties, to accede to the prefent convention, and at the fame time to renew and confirm their refpective treaties of commerce with his Britannic Majefty; and his faid Majefty engages, by acts which fhall have eftablifhed that agreement, to render and reftore to each of thefe powers, all the prizes that have been taken from them, as well as the territories and countries under their dominion, which have been conquered by the arms of his Britannic Majefty fince the rupture, in the ftate in which thofe poffeffions were found at the period at which the troops of his Britannic Majefty carried them. The orders of his faid Majefty for the reftitution of thofe prizes and conquefts fhall be immediately expedited after the exchange of the ratifications of the acts by which Sweden and Denmark fhall accede to the prefent treaty.

"Art. X. The prefent convention fhall be ratified by the two contracting parties, and the ratifications exchanged at St. Petersburgh in the fpace of two months at furtheft, from the day of the fignature.

"In faith of which the refpective plenipotentiaries have caufed

caufed to be made two copies thereof perfectly fimilar, figned with their hands, and have caufed the feal of their arms to be affixed thereto. A. D. 1801

" Done at St Peterfburgh, the 5th (17th) of June, 1801.

(Signed) St. Helens,
N. Comte De Panin.

Firſt Separate Article.

" THE pure and magnanimous intentions of his Majefty the Emperor of all the Ruffias, having already induced him to reſtore the veſſels and goods of Britiſh ſubjects, which had been ſequeſtered in Ruſſia; his ſaid Majeſty confirms that diſpoſition in its whole extent; and his Britannic Majeſty engages himſelf alſo to give immediate orders for taking off all ſequeſtration laid upon the Ruſſian, Daniſh, and Swediſh properties, detained in Engliſh ports, and to prove ſtill more his ſincere deſire to terminate amicably the differences which have ariſen between Great Britain and the northern courts; and in order that no new incident may throw obſtacles in the way of this ſalutary work, his Britannic Majeſty binds himſelf to give orders to the commanders of his forces by land and ſea, that the armiſtice now ſubſiſting with the courts of Denmark and Sweden ſhall be prolonged for the term of three months from the date of this day; and his Majeſty the Emperor of all the Ruſſias, guided by the ſame motives, undertakes, in the name of his allies, to have this armiſtice maintained during the ſaid term.

" This ſeparate article ſhall have the ſame force and validity as if it were inſerted word for word in the treaty ſigned this day; and the ratifications thereof ſhall be exchanged at the ſame time.

" In Faith of which the reſpective plenipotentiaries have cauſed to be made two copies thereof perfectly ſimilar, ſigned with their hands, and have cauſed the ſeal of their arms to be affixed thereto.

" Done at St. Peterſburgh, 5th (17th) of June, 1801.

(Signed) " St. Helens,
N. Comte De Panin.

Second

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Second Separate Article.

" The differences and misunderstandings which subsisted between his Majesty the King of the united kingdom of Great Britain and Ireland, and his Majesty the Emperor of all the Russias, being thus terminated, and the precautions taken by the present convention not giving further room to fear that they can in future disturb the harmony and good understanding which the two high contracting parties have at heart to consolidate, their said Majesties confirm anew, by the present convention, the treaty of commerce of the 10 February, (21) 1797, of which all the stipulations are here cited, to be maintained in their whole extent.

" This separate article shall have the same force and validity as if it were inserted word for word in the treaty signed this day; and the ratification thereof shall be exchanged at the same time.

" In faith of which the respective plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

" Done at St Petersburgh, the 5th (17th) of June, 1801,

(Signed) " St. Helens,
N. Comte De Panin."

DECLARATION.

" Although the magnanimous intention of his Imperial Majesty of all the Russias to do full and entire justice to those British subjects who have suffered losses during the troubles which have disturbed the good intelligence between his empire and Great Britain, be already proved by facts, his Imperial Majesty, consulting solely his good faith, has moreover authorized the undersigned plenipotentiary to declare, as he does declare by these presents:

' That all the ships, the merchandize, and the property of British subjects, which had been sequestrated during the last reign in Russia, shall not only be faithfully restored to the said British subjects, or to their agents, but also that for the effects which may have been alienated in such a manner

manner as to render it impoſſible for them to be reſtored in kind, a ſuitable equivalent ſhall be granted to the proprietors, which equivalent ſhall be hereafter determined according to the rules of equity.' A.D. 1801

"In faith of which we, plenipotentiary of his Imperial Majeſty of all the Ruſſias, have ſigned the preſent declaration, and have cauſed the ſeal of our arms to be affixed thereto.

Done at St. Peterſburgh, 5th (17th) June, 1801.

(Signed)

N. Comte De Panin.

Early in the month of June, Rear Admiral Sir Robert Calder joined the Channel fleet, after having in vain purſued the French ſquadron under M. Gantheaume; who it has been obſerved had entered the Mediterranean. Sir Robert Calder, from the intelligence he had received, imagined they had ſteered for the Weſt Indies and ſhaped his courſe for that quarter; on the 25th of March he arrived off Carliſle bay, and on the 26th anchored in cape Navaire bay Martinico; from thence on the 29th he ſailed for Jamaica, and on the 13th of April anchored in Port Royal harbour. Having here learnt the abſolute deſtination of the enemy's ſquadron, as ſoon as the ſhips of his ſquadron were refitted and victualled, the rear admiral on the 21ſt ſailed from Port Royal for England, leaving the Cumberland to ſupply the place of the Thunderer, which was in a bad condition.

On the 14th of June, Rear Admiral Thomas Graves was inveſted with the order of the Bath, in great ceremony on board the St. George in Kioge bay.

On the 16th, Rear Admiral Sir James Saumarez was ſent with a ſquadron to cruiſe off Cadiz and block up that port.*

Ships.	Guns.	Commanders.
* Caſar,	80	Rear Adm. Sir J. Saumarez, Bt. Capt. Jahleel Brenton.
Pompee,	80	Charles Stirling.
Audacious,	74	S. Peard.
Spencer,	74	H. D. E. Derby.
Hannibal,	74	S. Ferris.
Thames,	32	A. P. Holles.
Pultney (brig)	14	Lieut. Wooldridge.

On

A.D. 1801 On the 20th, John M'Donald alias Higgins, one of the principal mutineers of the Danae was executed, agreeable to the ſentence of a court-martial pronounced againſt him on the 10th.

On the 1ſt of July, an order was iſſued by the board of Admiralty, that in future all officers of the royal navy who come on ſhore, on ſick quarter tickets, are not to go into private lodgings, but to repair to the officers wards in the royal naval hoſpital.

On the ſame day, agreeable to his Majeſty's order in council, dated the 1ſt of May, 1801, amongſt many regulations for the better government of the royal dock yards; that the junior port admiral, or ſenior captain in the navy then preſent, was directed to ſuperintend the payment of the wages on board the ſhips of war; eſpecially when the commiſſioner of the dock yard could not attend.

On the 2d of July, two ſeamen late belonging to the Hermione, were condemned to ſuffer death for being concerned in the mutiny on board that ſhip; one of whom was pardoned.

On the 9th, the Ambuſcade Dutch frigate, on her paſſage from Sheerneſs to the Downs, ſtarted a plank and almoſt inſtantly ſunk in five fathoms water in the Channel to the Nore; the crew excepting eight were ſaved by the men of war's boats, and veſſels at the Nore. She was weighed up on the 13th, and towed into Sheerneſs to be repaired.

On the 18th, Lieutenant John Alexander Douglas of his Majeſty's ſloop Hazard, was diſmiſſed the ſervice by the ſentence of a court martial; on a charge proved againſt him of abſence without leave.

On the 23d, Captain Roberts of the Serpent ſloop of war, was ſentenced to be reprimanded, on a charge having been proved in part, of his quitting the Cork convoy; but the other charge againſt him of not having put to ſea with the Belfaſt convoy, not being proved, he was acquitted.

On the ſame day, Lieutenant Renwick of the St. Fiorenzo, and Mr. Richard George Peacock, maſter of the ſame ſhip, were reprimanded by the ſentence of a court martial for ne leſt of duty.

Lieutenant Grant Allen, commander of the Eſcort gunbrig, was tried, and acquitted, for having returned to

Spithead

Spithead, when charged with diſpatches for ſome of the cruizing frigates. A.D. 1801

Captain Charles Briſbane, of the Doris, who was employed with a ſquadron of frigates to watch the motions of the enemy's fleet at the entrance of Breſt harbour, having obſerved a large ſhip corvette at anchor under the batteries in Camaret bay; and thinking it practicable to cut her out, on the night of the 21ſt of July, the boats of the Doris, Beaulieu, and Uranie, with two from the Robuſt, were diſpatched on this deſperate ſervice, under the command of Lieutenant Loſack, of the Ville de Paris. Captain Briſbane ordered Lieutenant Spencer to anchor the Telemachus cutter in the Goulet, to prevent the enemy from ſending any boats to the aſſiſtance of the corvette.—The enemy expected an attack, and were prepared to receive them. The boats of the ſquadron were diſcovered at ſome diſtance from the ſhip, and a tremendous fire was inſtantly opened from the corvette, as well as the batteries; nothing could damp the ardour of the intrepid aſſailants, who, amidſt a ſhower of ſhot, rowed on, got alongſide of and boarded the enemy, who they found fully prepared to receive them, having ranged their men well armed three deep along the booms. The ſhip was bravely defended for a conſiderable time, until the deck was filled with the dead and dying; when the enemy no longer able to reſiſt the ſuperior valour of the Britiſh ſeamen, declared they had ſtruck. The victors brought off their prize, expoſed to an inceſſant fire from the batteries, and in ſight of the combined fleets lying in Breſt. Three ſail of the line made an attempt to come out to ſupport their unfortunate friend; but on the appearance of the Britiſh fleet, they retired to their former anchorage.

The corvette which had been ſo nobly and gallantly carried, was La Chevrette, of 20 nine pounders, and 350 men, of whom 92 were killed; among the number, the firſt captain, two lieutenants, one lieutenant of the troops, and three midſhipmen: wounded 62; of theſe were one lieutenant, and four midſhipmen.

The loſs on the ſide of the Britiſh was alſo very ſevere; 11 were killed, 57 wounded, and one miſſing.

Amongſt the ſlain, were Lieutenant Sinclair, of the marines, of the Beaulieu; and Mr. Warren, midſhipman of the

A. D. 1801 the Robuſt: wounded Lieutenant Burke,* of the Doris, dangerouſly; and Mr. Crofton, midſhipman of the ſame ſhip; lieutenant of the Uranie; Mr. Phillips, maſter's mate; Meſſrs. Byrne and Finois, midſhipmen of the Beaulieu.

The officers employed on this ſervice were,

Ville de Paris—Lieutenant Loſack.

Doris—Lieutenants Roſs, Croſbie, Clarke, and Burke; Lieutenant Roſe, of the marines.

Beaulieu—Lieutenant Maxwell; acting Lieutenant Paſley; Lieutenant Sinclair; of the marines.

Uranie—Lieutenant Neville.

In this month, an expedition ſailed to take poſſeſſion of the iſland of Madeira.

On the 27th, Captain H. Hotham, in the Immortalité, being on a cruize in the Bay, fell in with, and captured a French privateer, named L'Invention, carrying 24 guns on a ſluſh deck, and 210 men: ſhe was of a ſingular conſtruction, having four maſts, each rigged in the uſual manner, and of extraordinary dimenſions, being 147 feet long, and 27 feet wide, built on a plan deſigned by her commander, M. Thibaut.

On the 30th, his Majeſty's royal proclamation was iſſued, offering a pardon to all ſeamen or marines who ſhall ſurrender themſelves up as deſerters before the 1ſt day of September. Alſo a promiſe to all ſuch ſeamen who may have deſerted, and now belong to any of his Majeſty's ſhips, of the payment of the wages which may be due to them in the ſhip from which they may have deſerted.

Vice Admiral Lord Viſcount Nelſon was appointed to command a ſquadron employed for the defence of the coaſt between Orfordneſs and Beachey Head; together with all the floating defence and ſea fencibles within the limits of that diſtrict.

His Lordſhip hoiſted his flag on board the Meduſa; and on the 3d of Auguſt ſailed from the Downs with a ſquadron, compoſed chiefly of gun-veſſels and bombs; the next morning his lordſhip made a vigorous attack upon twenty-four of the enemy's armed veſſels moored off Boulogne. The

* This gallant young officer died of his wounds at the Royal Hoſpital, Plymouth, in the 23d year of his age.

ſhells

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ſhells were thrown with ſuch preciſion, that in the courſe of the day three of the enemy's flats and a brig were ſunk, and ſix were driven athore much damaged. At high water the remainder took refuge in the harbour.

This ſervice was performed with no loſs. Captain Fyers, of the artillery, was wounded in the thigh by the burſting of a ſhell; and two ſeamen wounded.

The next day Lord NELSON iſſued the following Addreſs to his ſquadron.

Meduſa, off Boulogne, Auguſt 5.

"Lord Nelſon has reaſon to be very much ſatisfied with the captains of the bombs, for their placing of the veſſels yeſterday: it was impoſſible that they could have been better ſituated; and the artillery officers have ſhewn great ſkill in entirely diſabling ten of the armed veſſels out of twenty-four, oppoſed to them; and many others, Lord Nelſon believes, are much damaged.

"The commander in chief cannot avoid noticing the great zeal and deſire to attack the enemy in a cloſe and different combat, which manifeſted itſelf in all ranks of perſons, and which Lord Nelſon would gladly have given full ſcope to, had the attempt at this moment been proper; but the officers and others may rely, that an early opportunity ſhall be given them, for ſhewing their judgment, zeal, and bravery.

"The hired and revenue cutters kept under ſail, and performed the duty entruſted to them with a great deal of ſkill."

"(Signed) NELSON and BRONTE."

French Account of the Attack at Boulogne 4th of Auguſt.

"The day before yeſterday (Auguſt the 4th), at day break, Admiral Nelſon, with thirty veſſels of war of all ſizes, appeared before Boulogne. A diviſion of our light flotilla was anchored at the diſtance of 500 fathoms before the entrance of the port; the three ſections of the diviſion were placed cloſe to each other without any interval. The Engliſh bomb veſſels began the fire, which ours returned; but the enemy kept at a diſtance, which we eſtimated at 1900 fathoms from the line of our diviſion.

"The Engliſh fleet attempted ſeveral times to advance; our ſoldiers requeſted leave to board, and three battalions embarked in the three ſections of the diviſion; the other

A.D. 1801 diviſions of the light flotilla were in port ready to proceed to the aſſiſtance of the van.

" Our flotilla kept up a well-ſupported fire, and at noon the enemy was obliged to reſume his firſt poſition without reach of our cannon; he, however, continued to throw bombs: the number of thoſe thrown in the courſe of the day amounted to more than nine hundred. No perſon was either killed or wounded by them. Two gun boats which they had damaged, were immediately put in a ſtate of ſervice.

" Yeſterday, the 5th, in the morning, the Engliſh fleet diſappeared. Rear Admiral Latouche could have done more hurt to the enemy had the weather been calm.

" The intention of the Engliſh admiral was to compel our van to return into port. He did not accompliſh that object. This combat took place in ſight of both countries.

" It is the firſt of the kind: the hiſtorian will have cauſe to make this remark!"

The enemy having again moored their flotilla off Boulogne, which was conſiderably augmented to what it had been in the preceding attack: Lord Nelſon proceeded thither with his ſquadron, determined, if poſſible, either to deſtroy or bring them off. For this purpoſe, on the night of the 15th of Auguſt, he directed the attack to be made by the armed boats of the ſquadron, which was formed into four diviſions, commanded by the Captains Somerville, Cotgrave, Jones, and Parker; a diviſion of bowitzer boats was alſo under Captain Conner. Captain Bedford, of the Leyden, and Captain Gore, of the Meduſa, manifeſted great zeal upon this occaſion, offering their ſervices as volunteers under a maſter and commander, which offer was handſomely declined by the commander in chief. At half paſt eleven at night the boats put off from the Meduſa, and proceeded in the beſt poſſible order. At half paſt twelve, Captain Parker, with the ſecond diviſion, commenced the attack in a moſt intrepid and gallant manner; but attempting unadviſedly to board a brig off the Mole wearing the commodore's broad pendant, which had a ſtrong netting traced up to her lower yards, all his endeavours were baffled; an inſtantaneous diſcharge of her guns, and ſmall arms, from about 200 ſoldiers on her gunwale, knocked Captain Parker, with moſt of the crew, upon their backs into the boats, all of whom were either killed, or badly wounded.

Their

Their ſituation was ſo precarious, that had not Mr. Cath- A. D.
cart, midſhipman of the Meduſa, inſtantly come and towed 1801
the boat off, they muſt have fallen into the hands of the enemy. The other boats in Captain Parker's diviſion, commanded by Lieutenants Williams, Longford, and Pelly, were cut adrift and fought with diſtinguiſhed bravery, moſt of their crews being either killed or wounded.

To the darkneſs of the night, and uncertainty of the tides, which cauſed the other diviſions to be ſeparated from the ſecond, may be attributed the want of ſucceſs in this daring and bold enterpriſe: had they arrived at the point of attack at the ſame happy moment with Captain Parker, there could have been no doubt of the event turning out glorious to his Majeſty's arms. Notwithſtanding this unfortunate circumſtance, the greateſt ſkill and perſevering bravery was diſplayed by the captains, officers, and men compoſing the other diviſions, who attacked and abſolutely took poſſeſſion of many brigs and flats, and cut their cables; but upon the unlucky circumſtance of their being a-ground, or moored with chains, it was impoſſible to bring them off, or even burn them, as the moment the battle ceaſed, the enemy, regardleſs of the lives of their own men, diſcharged repeated and heavy vollies of muſketry from the ſhore.

It being conſidered fruitleſs to make any further attempts on the enemy's fleet, the boats were ordered to be returned to the ſeveral ſhips. The diſtance of the ſeveral attacks, and the reſiſtance to powerful on the part of the enemy, was attended with conſiderable ſlaughter.

Firſt Diviſion—Captain GRENVILLE.

Leyden—Two ſeamen, three marines, killed; five officers, 20 ſeamen, 15 marines, wounded. Total, 51.

Eugenie—Three ſeamen killed; one officer, five ſeamen, wounded. Total, 9.

Jamaica—One officer, three ſeamen, killed; one officer, four ſeamen, four marines, wounded. Total, 13.

Second Diviſion—Captain PARKER.

Medeſa—Two officers, 14 ſeamen, four marines, killed; five officers, 24 ſeamen, ſix marines, wounded. Total, 55.

Queenborough Cutter—One ſeaman killed; ſix ſeamen wounded. Total, 7.

Minx—One officer wounded.

A. D. 1801

Third Diviſion—Captain COTGRAVE.

York—One officer, two ſeamen, killed; one officer, 10 ſeamen, five marines, wounded. Total, 19.

Garnet—One ſeamen, killed; two ſeamen, wounded. Total, 3.

Ferriter—Two ſeamen, wounded.

Providence—Two ſeamen, wounded.

Expreſs—Four ſeamen, wounded.

Exploſion—One ſeamen killed; two ſeamen wounded. Total, 3.

Diſcovery—One ſeaman wounded.

Fourth Diviſion—Captain R. JONES.

None killed or wounded.

Total—Four officers, 33 ſeamen, ſeven marines, killed; 14 officers, 84 ſeamen, 30 marines, wounded. Total, 172.

Names of Officers Killed and Wounded.

Leyden—Lieutenants Thomas Oliver, Francis Dickenſon, badly; Captain Young, of the marines, badly; Mr. Francis Burney, maſter's mate; Mr. Samuel Sprately, midſhipman, wounded.

Eugenie—Mr. William Paſſet, acting lieutenant, wounded.

Jamaica—Mr. Alexander Rutherford, maſter's mate, killed; Lieutenant Jeremiah Skelton, wounded.

Meduſa—Mr. William Gore, Mr. William Briſtow, midſhipmen, killed; Captain Edward Thornborough Parker, Lord Nelſon's aid-de-camp, Lieutenants Charles Pelley, Frederick Longford, Mr. William Kirby, maſter, the Hon. Anthony Maitland, midſhipman, wounded.

York—Mr. Berry, midſhipman, killed; Mr. Brown, gunner, wounded.

Mr. Richard Wilkinſon, commander of the Greyhound revenue cutter, and one ſeaman, wounded.

Captain Parker died at Deal of the wounds he had received on the 27th of September.

The following Addreſs was ſent by Lord NELSON to the Squadron on his return to the Downs.

"*Meduſa, Downs, Auguſt* 18.

"Vice Admiral Lord Nelſon has the greateſt ſatisfaction

tion in ſending to the captains, officers and men under his command, that were employed in the late attempt on the enemy's flotilla off Boulogne, an extract of a letter which he has received from the firſt Lord of the Admiralty, not only approving of their zeal and perſevering courage, but beſtowing the higheſt praiſe on them. A.D. 1801

" The Vice Admiral begs to aſſure them, that the enemy will not have long reaſon to boaſt of their ſecurity; for he truſts ere long, to aſſiſt them in perſon in a way which will completely annihilate the whole of them. Lord Nelſon is convinced, that if it had been poſſible for men to have brought the enemy's flotilla out, the men that were employed to do ſo would have accompliſhed it. The moment the enemy have the audacity to caſt off the chains which fix their veſſels to the ground, that moment, Lord Nelſon is well perſuaded, they will be conducted by his brave followers to a Britiſh port, or ſent to the bottom.

" (Signed) NELSON and BRONTE."

Extract of a Letter from Earl ST. VINCENT, *to Lord Viſcount* NELSON, *K. B. dated the 17th inſtant.*

" It is not given to us to command ſucceſs. Your Lordſhip, and the gallant officers and men under your orders, moſt certainly deſerve it: and I cannot ſufficiently expreſs my admiration of the zeal and perſevering courage with which this gallant enterprize was followed up; lamenting moſt ſincerely the loſs ſuſtained in it. The manner in which the enemy's flotilla was made faſt to the ground, and to each other, could not have been foreſeen. The higheſt praiſe is due to your Lordſhip, and all under your command, who were actors in this gallant attempt.

FRENCH ACCOUNT.

Rear Admiral La Touche, to the Miniſter of Marine.

" *Boulogne, Auguſt 16th.*

" Citizen Miniſter,

" I had the honour to inform you by my diſpatch of the 17th Thermidor, of the battle of the 16th (Auguſt 4th) in which the leading diviſion of the fleet of ſmall veſſels under my command, of itſelf fruſtrated all the efforts of the Engliſh fleet, and kept the enemy at a ſufficient diſtance from Boulogne, to prevent the bombardment of the port, and to ward off all danger from the other diviſions of the fleet.

A.D. 1801 Admiral Nelson, seeing that all his efforts were ineffectual, disappeared on the 17th, no doubt to procure reinforcements, and to lay in ammunition. He again made his appearance yesterday with several ships of the line, and a great number of frigates, brigs, pinnaces, gun boats, &c. He anchored at the distance of 3000 toises from the leading division, which still kept its original position, about 500 toises from the mouth of the harbour. I had augmented it by one section, and had strengthened it by the addition of several bomb ships. I could easily perceive in the evening that the enemy meditated an attack, their ships being surrounded with boats and small craft of all sizes. I had therefore ordered several boats to keep watch that I might have timely notice of the approach of the enemy. About three quarters of an hour after twelve one of the boats discovered the enemy, and was immediately attacked. The fire opened with uncommon brilkets on both sides; the bombs, the cannon, and the musketry, preached, amid the waves, a [illegible] truly grand. The land batteries could be of no assistance to us, for fear of killing our own people. The enemy had embarked [illegible] soldiers, in [illegible] boats, under Captain Preston, who commanded the division, and had two English sailors with his own head. Almost all the gun-boats of the leading division came at the same time boarded by the English pinnaces; but they every where found the same resistance. Every where they were repulsed. The bravest of the English who attempted to board, were either thrown into the sea, or made prisoners. The fortieth gun-boat on our right, the Vulcan, was attacked again and again, but always resisted the enemy. The gun-boat, the surprise, commanded by Lieut. Carroll, run down boat after boat of the enemy's pinnaces, and took a considerable number. While these things were going on in front, a number of the enemy attempted to cut between us and the shore. Here, as at Algesiras, the English were the cause of this manœuvre. [illegible] accompanied the motions of the enemy with shouts of victory, which did not cease till [illegible] the morning, [illegible] and [illegible] and gave [illegible] Of the enemy's boats, [illegible] were sunk or burnt, and four were taken. I [illegible] with bombs, when I first [illegible] killed [illegible] prisoners, [illegible] the [illegible] Every moment the dead bodies of the [illegible]

Eng-

lish are caſt up upon the beach. The battalions of the 46th, 57th, and 108th, embarked in the leading diviſion, covered themſelves with glory. I ſhall not fail to ſend you the names of thoſe brave fellows who deſerve to be particularly diſtinguiſhed by the Chief Conſul. On our ſide we had ten men killed, and thirty wounded." A. D. 1801

On the 10th of Auguſt, Vice Admiral Pole arrived at Spithead with part of the Baltic fleet;* and on the 19th the vice admiral proceeded to cruize off Cadiz.

On the 11th, a court martial aſſembled at Portſmouth to try Lieutenant Colonel Winter, of the marines, on charges preferred againſt him by Captain Albemarle Bertie, of the Malta. The whole proceedings having been gone through, and laid before his Majeſty, the ſentence was made public, of which the following is a copy:

"The court is of opinion, that whatever tendency the converſation might have which paſſed between Lieutenant Colonel Robert Winter, and Captain Bertie, which by no means is proved to the extent of the warrant, and which might nevertheleſs, be good or bad, according to the ſtile or manner of its delivery; as, by evidence adduced, it reached not the ears of the men, and was conſequently a converſation confined wholly to themſelves; that Lieutenant Colonel Winter could have no other object in view than the good of his Majeſty's ſervice; a ſentiment the court more readily adopts from the very high and flattering teſtimony which the witneſſes have brought towards the eſtabliſhment of this principle in the lieutenant colonel.

"Lieutenant Colonel Robert Winter is therefore fully acquitted of the charge brought againſt him: the Court do therefore give him the moſt honourable acquittal."

On the 17th of Auguſt, Lieutenant Croad, of his Majeſty's ſhip De Ruyter, was diſmiſſed the ſervice, by the ſentence of a court-martial, on a charge of drunkenneſs being proved againſt him.

On the 20th, the Honourable Captain John Murray, and his officers, were acquitted by a court-martial, nothing appearing in evidence to criminate them in the leaſt, for the loſs of his Majeſty's ſhip Jaſon, near St. Andero.

On the night of the 20th, the boats of the Dædalus, Diamond, and Boadicea, commanded by Lieutenant Piper,

* Appendix, Chap. II. No. 413.

A.D. 1801 with great ſpirit boarded and brought out of the harbour of Corunna, El Neptuno, a new ſhip, pierced for 20 guns, belonging to his Catholic Majeſty; a gun boat, mounting a long 32 pounder; and a merchant ſhip, which were moored within the ſtrong batteries that protect the port, and ſo near them that the centinels on the ramparts challenged the boats, and immediately commenced a heavy fire. This gallant exploit was conducted with a degree of coolneſs which reflects infinite credit on the officers and men, who, amidſt an inceſſant fire, towed off the veſſels, and accompliſhed the enterpriſe without any loſs.

On the 20th, the boats of the ſmall ſquadron under Captain Roſe, of the Jamaica, took and deſtroyed ſix large flats near St. Valleroy, defended by five field pieces on ſhore, and a body of military poſted on the beach. This ſervice was performed with the loſs of one man killed; a midſhipman and three wounded.

On the 22d, Lieutenant John Dixon, commanding the Union hoſpital ſhip, was tried by a court-martial on board the Surprize, at Sheerneſs, on a charge of ſuffering liquor to be ſold in the ſhip, after he had been repeatedly informed of it, and had not taken proper ſteps to prevent it. The charge having been in part proved, the Court ſentenced him to be diſmiſſed the Union, and ordered incapable of ſerving in any of his Majeſty's ſhips again.

On the 31ſt, John Pearce, a ſeaman, late belonging to his Majeſty's ſhip Hermione, was executed, purſuant to the ſentence of a court-martial, for having been aiding in the revolt of the officers of that ſhip, and carrying her into La Guira.

On the 1ſt of September, a court martial aſſembled on board the Gladiator, to try Captain Solomon Ferris, his officers, and ſhip's company, for the loſs of his Majeſty's ſhip Hannibal, in Algeziras bay, on the 6th of July, 1801.

Preſent,

Rear Admiral Halloway, Preſident.

Capt. G. Murray, Capt. F. Irſkine,
G. Duff, E. I. Foote,
J. N. Newman, R. Dacres,
R. Lambert, R. Retallick.
W. Granger.

Mr. Greetham, Judg. Advocate.

The

The Narrative of Captain Ferris. A.D. 1801

Mr. Prefident, and Gentlemen of the Court.

" In giving a detail of the circumftances, which led to the lofs of his Majefty's late fhip the Hannibal, then under my command, I am forry, that owing to my clerk being killed, and whofe remarks were loft, I cannot be fo particular, as to the exact times of fignals being made, as I otherwife fhould have been; but I fhall ftate them to you, to the beft of my recollection.

" On the morning of the 6th of July laft, at or about fix o'clock, his Majefty's fhips Venerable, Pompée, Audacious, Cæfar, Spencer, and Hannibal, under the command of Rear Admiral Sir James Saumarez, being off Cabareta Point, and ftanding in for Algeziras Bay, upon the larboard tack, with the wind weſterly; the admiral made the fignal to the Venerable, to know if fhe could fetch the enemy's fhips then in fight in that bay, which being anfwered in the affirmative, the admiral made the fignal for clofe action.

" At about eight o'clock, the Venerable began the action, at a confiderable diftance to leeward, as fhe could not fetch further into the bay; and foon after the Pompée anchored nearer in fhore, and the Audacious a-ſtern of her. The admiral in the Cæfar, next anchored a-head of the Audacious, and made a fignal for the fhips to anchor in the beſt poſſible manner for their mutual fupport. We then anchored a-head of the Cæfar within hail of her, and by a ſpring, got our broadſide to bear on one of the enemy's line of battle-ſhips, at about ten minutes before nine o'clock where we kept up a good fire for about an hour.

" At this time, about ten o'clock, not having underſtood ſome verbal directions, attempted to be given from the Cæfar, I received an order from the admiral by an officer, to go and rake the French admiral. I inſtantly turned up the hands to make ſail, cut the cable, and caſt the fhip by the ſpring, and made ſail to the northward, ſtood in, to a quarter leſs ſix, and then tacked for the French admiral, for the purpoſe I had been ordered to effect.

" As I approached him, I began to take in ſail in ſuch a manner as would enable me to have hauled in ſhort athwart his hawſe, and which I preferred to going to leeward under his ſtern, as that might have ſubjected me from the variable flaws of wind, to have drifted further to leeward,

A.D 1801 ward, and consequently without fulfilling in a manner which I deemed the most effectual and decisive, the object of my orders. But just as I got the fore clew-garnets manned, in order to take in the fore-sail, with an intent to put the helm a lee, and to brace the head yards a-box, the ship took the ground, within hail of the Formidable (the French admiral's ship) and which accident alone could have prevented me from putting my orders into execution.

"In this situation I opened my fire on the French admiral, with as many of my foremost guns as could be brought to bear on him, the rest being directed, with much effect, on the town, batteries and gun-boats, with which I was surrounded. But the ship appearing to swing a little, I let go the bower anchor and cut the cable, the stream cable being clenched to the ring of the anchor, and in at the gun-room port, on which I intended to heave a purchase to endeavour to force the ship round, so as to bring her broadside to bear on the French admiral (having at this time no hope of getting the ship entirely afloat, the master having, by my directions, sounded round her, and found rather less water than where she lay) but the string being shot away before it was well taught, the ship remained immoveable. I had by this time after much endeavour, all my signal halyards being shot away, effected making the signal for striking and flicking fast on a shoal.

"I observed some time afterwards all our ships driving out of the bay, the admiral having previously made my signal of recall, and sent a boat from the Cæsar, and another from the Venerable to my assistance; but finding they could afford me none, I sent the Venerable's boat back, and the crew of the Cæsar's in one of my own cutters, their pinnace having been sunk by a shot alongside.

"About twelve o'clock our ships were all out of gun-shot of the enemy, and we had the fire of the whole French squadron, batteries, and gun-boats, to contend with alone; against which we continued to keep up as a brisk fire as could be kept [illegible] by men in the most sanguine expectation [illegible] o'clock.

"I had in the mean time receiving repeated reports from [illegible] of my killed and wounded, [illegible] my guns being rendered unserviceable [illegible] brave crew every moment falling in their quarters, and the ship in all respects but little

little better than a wreck, I thought proper to call my officers together, and aſked their opinion, whether more could be done for the preſervation of the ſhip; they replied, that they thought it was impoſſible to do more, and that to ſtrike the colours was the only means of preſerving the lives of thoſe that remained. A.D. 1804

"On theſe conſiderations, and from a conviction of having experienced every poſſible aſſiſtance that the perſevering endeavours of zealous and brave officers and men could afford me, (whoſe exertions, and thoſe of Lieutenant Hill's in particular, who did duty as my firſt lieutenant, during the action and for ſome time before, I ſhall ever remember with the greateſt gratitude); and ſeeing that our hitherto very effective fire on the enemy's ſhips and batteries was now ſo ſlackened as to be nearly uſeleſs, I ordered the firing to ceaſe, and the people to ſhelter themſelves as much as poſſible; and in a little time afterwards I ſubmitted to the painful neceſſity of ordering his Majeſty's colours to be hauled down."

The court on hearing of the narrative of Captain Ferris, and the evidence of the officers and ſhip's company, and after mature deliberation, was of opinion that the loſs of his Majeſty's ſhip Hannibal was cauſed by her grounding on a ſhoal in the Bay of Algeziras, a-head of the French admiral, when Captain Ferris her commander, agreeably to the orders he had received, was making the gallant and well judged attempt to place her ſo as to raike the enemy; and after a conſiderable part of the ſhip's company had been killed or wounded, being obliged to ſtrike his Majeſty's colours; and that the conduct of Captain Ferris, in going into the action was that of an excellent and expert ſeaman, and that his conduct after ſhe was engaged was that of a brave, cool, and determined officer; and that the ſaid Captain Ferris, his officers and ſhip's company, by their conduct throughout the action, more particularly in continuing it for a conſiderable time after ſhe was on fire, and the reſt of his Majeſty's fleet had been obliged to quit her, did the utmoſt for the preſervation of his Majeſty's ſhip, and the honour of the Britiſh flag; and doth adjudge them to be honourable acquitted; and the ſaid Solomon Ferris, his officers and ſhip's company are hereby honourably acquitted accordingly.

This

A. D. 1801 This handſome and highly honourable acquittal was immediately followed by the return of Captain Ferris's ſword to him by the preſident, who was pleaſed in a manner that did honour to his feelings, to addreſs him in the following words:

"Captain Ferris, I have great pleaſure in returning this ſword to you, as I feel aſſured, if ever you have occaſion to unſheathe it again, it will be uſed with the ſame gallantry which you ſo nobly diſplayed in defending his Majeſty's ſhip Hannibal."

On the 2d of September, Mr. Lewis, ſecond lieutenant of the Sirius, was tried by a court martial held on board the Cambridge in Hamoaze, on a charge preferred againſt him, for leaving the quarter deck, during his watch in the night, and when the Sirius was at ſingle anchor, and the look-out frigate of the in-ſhore ſquadron off Breſt.

The charge was fully proved, when the preſident (Rear Admiral Collingwood) and the members of the court-martial taking into their conſideration the nature and conſequences of the charge; and alſo on the other hand the very excellent character of Lieutenant Lewis as an officer and a gentleman, only diſmiſſed him his Majeſty's ſervice.

On the 9th, the maſter of the Sirius was diſmiſſed his ſhip, purſuant to the ſentence of a court martial, and never to ſerve higher than a ſixth rate; the charges of drunkenneſs and neglect of duty being fully proved.

Mr. Rains, firſt lieutenant of the Sirius, was alſo tried by a court-martial, on charges exhibited againſt him by the maſter, for drunkenneſs, and leaving his quarters during the time of action.

The court, on hearing the evidence of the proſecutor in ſupport of the charge, found it ſo contradictory, vague, and ill founded, that the preſident and court unanimouſly acquitted Lieutenant Rains of the whole of the charges exhibited againſt him in the moſt honourable manner.

On the 14th, Lieutenant Suckling was diſmiſſed the command of the Furnace gun-brig, on a charge being in part proved againſt him for neglect of duty and abſence without leave.

On the ſame day, the maſter of the Terror bomb, was diſmiſſed the ſervice for neglect of duty.

On the 1ſt of October, the preliminaries of peace were ſigned between his Britannic Majeſty and the French Republic, by which the following are the articles:

Preliminaries

Preliminary Articles of Peace, between his Britannic Majesty and the French Republic. Signed at London (in English and French), the 1st of October, 1801; the 9th Vendemiaire, Year 10 of the French Republic. A.D. 1801.

"HIS Majesty the King of the united kingdom of Great Britain and Ireland, and the first conful of the French republic, in the name of the French people, being animated with an equal defire of putting an end to the calamities of a deftructive war, and of re-eftablifhing union and good underftanding between the two countries, have named for this purpofe; namely, his Britannic Majefty, the Right Honourable Robert Banks Jenkinfon, commonly called Lord Hawkefbury, one of his Britannic Majefty's moft honourable privy council, and his principal fecretary of ftate for foreign affairs; and the firft conful of the French republic, in the name of the French people, Citizen Lewis William Otto, commiffary for the exchange of French prifoners in England; who, after having duly communicated to each other their full powers, in good form, have agreed on the following preliminary articles:

"Art. I. As foon as the preliminaries fhall be figned and ratified, fincere friendfhip fhall be re-eftablifhed between his Britannic Majefty and the French Republic, by fea and land, in all parts of the world; and in order that all hoftilities may ceafe immediately between the two powers, and between them and their allies refpectively, the neceffary inftructions fhall be fent with the utmoft difpatch to the commanders of the fea and land forces of the refpective ftates, and each of the contracting parties engages to grant paffports, and every facility requifite to accelerate the arrival, and enfure the execution of thefe orders. It is farther agreed, that all conquefts which may have been made by either of the contracting parties from the other, or from their refpective allies, fubfequently to the ratification of the prefent preliminaries, fhall be confidered as of no effect, and fhall be faithfully comprehended in the reftitutions to be made after the ratification of the definitive treaty.

"Art. II. His Britannic Majefty fhall reftore to the French Republic and her allies; namely, to his Catholic Majefty, and to the Batavian republic, all the poffeffions and colonies occupied or conquered by the Engliih forces in the courfe of the prefent war, with the exception of the ifland of Trinidad, and the Dutch poffeffions in the ifland of Ceylon,

of

A. D. 1801 of which iſlands and poſſeſſions his Britannic Majeſty reſerves to himſelf the full and entire ſovereignty.

" Art. III. The port of the Cape of Good Hope ſhall be open to the commerce and navigation of the two contracting parties, who ſhall enjoy therein the ſame advantages.

" Art. IV. The iſland of Malta, with its dependencies, ſhall be evacuated by the troops of his Britannic Majeſty, and reſtored to the order of St. John of Jeruſalem. For the purpoſe of rendering this iſland completely independent of either the two contracting parties, it ſhall be placed under the guarantee and protection of a third power, to be agreed upon in the definitive treaty.

" Art. V. Egypt ſhall be reſtored to the Sublime Porte, whoſe territories and poſſeſſions ſhall be preſerved entire, ſuch as they exiſted previouſly to the preſent war.

" Art. VI. The territories and poſſeſſions of her moſt Faithful Majeſty ſhall likewiſe be preſerved entire.

" Art. VII. The French Forces ſhall evacuate the Kingdom of Naples and the Roman territory. The Engliſh forces ſhall in like manner evacuate Porto Ferrajo, and generally all the ports and iſlands which they may occupy in the Mediterranean, or in the Adriatic.

" Art. VIII. The republic of the ſeven iſlands ſhall be acknowledged by the French Republic.

" Art. IX. The evacuations, ceſſions, and reſtitutions, ſtipulated for by the preſent preliminary articles, ſhall take place in Europe within one month; in the continent and ſeas of America and of Africa, within three months; and in the continent and ſeas of Aſia, within ſix months after the ratification of the definitive treaty.

" Art. X. The priſoners made reſpectively ſhall, immediately after the exchange of the ratifications of the definitive treaty, all be reſtored, and without ranſom, on paying reciprocally the debts which they may have individually contracted. Diſputes having ariſen reſpecting the payment for the maintenance of priſoners of war, the contracting parties reſerve this queſtion to be ſettled by the definitive treaty, according to the law of nations, and in conformity to eſtabliſhed uſage.

" Art. XI. In order to prevent all cauſes of complaint and diſpute which may ariſe on account of prizes, which may be made at ſea after the ſignature of the preliminary articles, it is reciprocally agreed that the veſſels and effects

which

which may be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratifications of the present preliminary articles, shall be reckoned on each side; that the term shall be one month from the British Channel and the North Seas as far as the Canary Islands inclusively, whether in the ocean, or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place. A.D. 1801

"Art. XII. All sequestrations imposed by either of the parties on the funded property, revenues, or debts, of any description belonging to persons of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of the definitive treaty. The decision of all claims brought forward by individuals of the country against individuals of the other for private rights, debts, property, or effects, and whatsoever, which, according to received usages and the law of nations, ought to revive at the period of peace, shall be heard and decided before the competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made. It is agreed, moreover, that this article, immediately after the ratification of the definitive treaty, shall apply to the allies of the contracting parties, and to the individuals of the respective nations upon the condition of a just reciprocity.

"Art. XIII. With respect to the fisheries on the coasts of the island of Newfoundland, and of the islands adjacent, and in the Gulph of St. Lawrence, the two parties have agreed to restore them to the same footing on which they were before the present war, reserving to themselves the power of making, in the definitive treaty, such arrangements as shall appear just and reciprocally useful, in order to place the fishing of the two nations on the most proper footing for the maintenance of peace.

"Art. XIV. In all the cases of restitution agreed upon by the present treaty, the fortifications shall be delivered up in the state in which they may be at the time of the signature of the present treaty, and all the works which shall have been constructed since the occupation shall remain untouched.

"It is further agreed, that in all the cases of restitution stipulated in the present treaty, there shall be allowed to the

A.D. 1801. the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of the definitive treaty of peace, for the purpose of disposing of their properties, acquired and possessed either before or during the present war; in the which term of three years they may have the free exercise of their religion and enjoyment of their property.

"The same privilege shall be granted in the countries restored to all those who shall have made or may make any establishments whatsoever during the time when those countries were in the possession of Great Britain.

"With respect to the other inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two powers, nor on any other account except that of debts contracted to individuals, or on account of acts posterior to the definitive treaty.

"The present preliminary articles shall be ratified, and the ratifications exchanged in London, in the space of fifteen days for all delay; and immediately after their ratification, plenipotentiaries shall be named, on each side, who shall repair to Amiens for the purpose of concluding a definitive treaty of peace in concert with the allies of the contracting parties.

"In witness whereof, we, the undersigned plenipotentiaries of his Britannic Majesty, and of the first consul of the French Republic, by virtue of our respective full powers, have signed the present preliminary articles, and have caused our seals to be put thereto.

"Done at London the 1st day of October, 1801, the 9th Vendemiaire, year 10 of the French Republic.

"Signed "HAWKESBURY,
OTTO."*

On the [illegible] March [illegible], the Definitive Treaty was signed at [illegible]. See the end of this chapter.

[illegible] Peace, [illegible] the British [illegible] with [illegible] the [illegible] of the [illegible], [illegible] [illegible] [illegible]

On the 12th, his Majeſty cauſed his royal proclamation to be iſſued, declaring a ceſſation of arms. A.D. 1801

On the 31ſt of October a court of enquiry was held on board the Dedaigneuſe frigate in Hamoaze, on the conduct of Lieutenant Nevin, late commanding his Majeſty's armed brig Admiral Paſley, which was captured after a ſmart action, by ſeveral Spaniſh gun-boats near Gibraltar, and carried into Algeziras.

Vice Admiral Dacres, Captains Buller, and Charles Lane, upon hearing the evidence of Lieutenant Nevin, and examining the papers, produced by him; and taking the exiſting circumſtances of the caſe into their ſerious conſideration, were of opinion, that as the enemy had the command of their oars, and conſtantly kept in a poſition which confined the brig's force to muſketry alone: from a defect in her equipment, which prevented his uſing the carronades, no blame could attach to any perſon belonging to the Admiral Paſley; and conſidering the wounded ſtate of Lieutenant Nevin, his conduct appeared meritorious in reſiſting the enemy ſome time after the maſter had adviſed him to ſurrender, and until the Admiral Paſley was completely defenceleſs.

On the 3d of November a court-martial was held on board the Gladiator in Portſmouth harbour, on Captain John Gardner, of his Majeſty's brig Star, on charges exhibited againſt him by Mr. William Lind, late ſurgeon of the ſaid brig,* for cruel, oppreſſive, and tyrannical treatment of his officers; for having traded in ſlaves, and various articles, on the coaſt of Madagaſcar; and for having plundered a French priſoner. After the officers and ſhip's company of the Star had been examined, who were the witneſſes, the Court pronounced that the charges had not been proved againſt Captain John Gardner, but were ill-founded, malicious, vexatious, ſcandalous and infamous; and adjudged him to be honourably acquitted.

Upon the ſigning of the preliminary articles of peace, moſt of the hired armed veſſels, gun-boats, &c. employed for the defence of the coaſt, were ordered to be paid off; the Sea Fencibles, raiſed for the protection of the maritime counties, were alſo diſcontinued, and the officers commanding them diſcharged.

* Mr. Lind was diſmiſſed the ſervice on a charge of neglect of duty being proved.

A. D. 1801 Early in November a detachment of the Channel fleet, under the command of Vice Admiral Sir Andrew Mitchell, was ordered to Bantry Bay, in Ireland.*

The remainder, under Admiral Cornwallis, rendezvoufed in Torbay and Cawfand Bay.

The blockade of Breft, and indeed all the enemy's ports in the Bay, was fo completely effected, by the judicious arrangements made by the commander in chief of the fleet, that not even a chaffe marée could efcape along fhore. A fquadron of obfervation was conftantly either at anchor, or cruizing clofe in with Brefl, under Rear Admiral Sir James Saumarez and Thornborough, whilft the main body of the fleet remained in the Offing. A detachment was alfo fent under Sir Edward Pellew to block up Rochfort. A chain of frigates, and other light veffels, were conftantly on the alert, clofely watching the enemy at L'Orient, Quiberon Bay, and other ports along the coaft. In fhort, nothing could equal the vigilance and activity with which this fervice was performed, not a fhip or veffel of any defcription was permitted to return into port, but either with difpatches, or from abfolute neceffity; and then with pofitive orders to rejoin as foon as their wants were completed. A noble example of perfeverance was manifefted by Admiral Cornwallis, who remained out, fhifting his flag as occafion required, from the month of February, when he joined the fleet, to the time of its being ordered into port in October.

During this long cruize the fleet was amply fupplied with freth beef, beer, and refreshments of every kind: each fhip, on her return carried out as much of every fort as fhe could conveniently ftow.

On the 14th of November, a court-martial was held on board the Gladiator in Portfmouth harbour, to try Vice Admiral Sir William Parker, Bart. on a charge of fending the Arrogant and Cleopatra to the Weft Indies, and permitting them to cruize there, contrary to the orders of the Lords of the Admiralty.

Prefident,

Admiral Sir Thomas Pafley, Bart.

Admiral S. Lord Hood, Vice Admiral A. Graeme,
Rear Admiral J. Holloway, Rear Admiral T. Totty.

* Appointed, from H. Navy.

Captains,

A. D. 1801

Captains,

Charles Stirling,	Samuel Reed,
Hon. Robert Stopford,	J. Sidney Yorke,
P. C. Durham,	Frank Sothern,
C. W. Paterson,	J. N. Newman.

M. Greetham, Esq. Judge Advocate.

The whole of the evidence having been gone through, and the vice admiral heard in his defence, which clearly proved that he acted upon principles dictated by an ardent defire to ferve his country, which was fully corroborated on the evidence of Captains John Oaks Hardy, and J. Bingham, and the Rev. Mr. Souter, his fecretary: the Court on the 5th delivered his acquittal.

"That Vice Admiral Sir William Parker, Bart. was juftified in fending his Majefty's fhips America and Cleopatra to the Weft-Indies; that the vice admiral was indifcreet in having given fuch detailed inftructions to their captains for their return within the limits of their ftation; but the general character of the vice admiral is fuch as to preclude the idea that he had been guided by any motive unconnected with the good of his Majefty's fervice, and do therefore adjudge him to be acquitted."

The prefident, on returning his fword to the vice admiral, addreffed him—

"Sir William Parker, it is a pleafing task which remains for me to perform, that of delivering to you a fword which you have worn with fo much honour."

Early in the month of December, fymptoms of mutiny were difcovered on board his Majefty's fhip Temeraire, which, on a detachment of the fleet being ordered to fail from Bantry Bay for the Weft-Indies,* under the command of Rear Admiral George Campbell, (whofe flag was on board that fhip,) broke out into the moft violent and daring acts of difobedience to the commands of their officers, by whofe fpirited conduct and exertion it was happily fuppreffed; the ringleaders, to the number of twenty, were feized, and brought round to Portfmouth to be tried.

Immediately on the arrival of the fleet at Spithead under Admiral Mitchell, a court-martial was ordered to aflemble for the trial of the mutineers, compofed of the following members:

* Appendix, Chap. II. No. 414.

A.D. 1801

President,

Vice Admiral Sir Andrew Mitchell, K. B.

Vice Ad. Sir C. M. Pole, Bt. Rear Ad. J. Holloway,
Rear Ad. C. Collingwood, Rear Ad. G. Campbell.

Captains,

A. Bertie, T. Wells,
S. Oſborne, T. Jones,
T. Louis, Sir E. Neagle, Knt.
R. Grindall, Davidge Gould.

M. Greetham, Eſq. Judge Advocate.

On the 6th of January, 1802, fourteen of the mutineers were put on their trial, which continued till the 10th, when the whole of the evidence having been heard, as well as what the priſoners had to offer in their defence, the court, after the moſt mature deliberation, pronounced the following ſentence:

"That the charges are proved againſt all except Chriſtopher White, and doth adjudge them to ſuffer death, by being hanged by the neck on board ſuch ſhip of his Majeſty at Spithead, or in Portſmouth harbour, and at ſuch time as the Lords Commiſſioners for executing the office of Lord High Admiral of England ſhall direct; and the ſaid John Mayfield, &c. (all except White) are hereby ordered to ſuffer death, by being hanged by the neck as before mentioned; and the Court is further of opinion that the charges againſt Chriſtopher White are in part proved, and doth order and adjudge him to receive 200 laſhes on his bare back, on board ſuch ſhips at Spithead, or in Portſmouth harbour, and at ſuch times as the ſaid Lords Commiſſioners ſhall direct; and the ſaid Chriſtopher White is ordered to receive 200 laſhes accordingly."

Collins (one of the priſoners) then ſaid—

"Permit me to return my ſincere thanks to the court for the patience and indulgence ſhewn me: I acknowledge the juſtneſs of my ſentence; I have violated the laws of my country, and the diſcipline of the navy; but I declare to Almighty God, that the intention of murder never entered my head. I ſolemnly call God to witneſs this declaration, and truſt to the truth of it all my hopes of pardon in the other world. May God protect the Britiſh iſles and the government, and may God receive my ſoul! At theſe words all the other priſoners exclaimed, Amen!"

On

On the 15th, ſix of theſe deluded and unhappy men were executed, four on board the Temeraire, one on board the Formidable, and one on board the Majeſtic. Some days previous to their execution, they addreſſed the following letter to the Rev. Mr. Jones, chaplain of the Temeraire. A. D. 1801

" *Gladiator*, *Jan.* 7, 1802.

" Dear Sir,

" We take the liberty of thus humbly begging you, in the name of the Lord our God, to attend us and adminiſter unto us poor and miſerable ſinners, the word of our bleſſed Redeemer, as the ſtate we are now in is of the moſt ſerious nature; our bodies not only being in danger, but our unprepared ſouls, therefore we humbly implore your aſſiſtance on this unfortunate occaſion. Do pray not delay, as our time is exceedingly precious: we therefore conclude, humbly begging your compliance

" Your's, with humility,
" Unhappy Temeraires."

The following Paper, which one of them preſented when they came upon the platform, was read aloud to the ſhip's company.

" Remember your duty to God, and for his ſake to your King and Country: you muſt be ſenſible what was the chief cauſe that brought on the fatal conſequences which now end ſo unhappily for us, and with ſo much remorſe to you, if you rightly conſider how much you have contributed, by your ſupport and countenance, to bring us to this untimely end.

" We refuſed to put that truſt and confidence in the wiſdom of our rulers, which is due to them from all good ſubjects; they watch for the welfare of us all; and how dare we then prefer our own ſelfiſh pleaſures and intereſts to what they ſaw neceſſary to the public good. How could we find it in our hearts to forfeit all the praiſes and the honours which our country had ſo gratefully beſtowed upon her naval heroes, who have ſo bravely fought for her!

" How could we ſo fooliſhly ſuffer our impatience to get the better of us, as for the ſake of a few months longer ſervice, to ſacrifice all the bleſſings of peace we had been toiling for theſe nine long years!

A.D. 1801 "Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours. It cannot be long before we must all meet again, before the judgment seat of that God whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive us, as we do truly and freely forgive all those who have many wise offended or injured us. Prepare yourselves also, dear countrymen, so that hereafter, that when we meet in the world to come, we may not meet in everlasting misery.

"Pray for us—we heartily pray for you.—Amen!"

On the 14th, six more of the mutineers were tried; and on the 16th sentence of death pronounced on five, the other to receive 200 lashes from ship to ship.

On the 19th they were executed, three on board the Achille, and two on board the Centaur.

Taylor, one of the mutineers, addressed the ship's company of the Achille as follows:

"I hope the ship's company of the Achille, as well as the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did, nor ever would, stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justness of my sentence, and forgive all parties concerned against me. I have made my peace with God, and am ready to die."

To the honour of the marines, they conducted themselves in this unfortunate business with that obedience to order and discipline which they so conspicuously displayed on many former and similar occasions.

The following testimony of the approbation of their conduct was communicated to them from the Admiralty through the commander in chief.

"*Torbay, Dec.* 25, 1801.

"The Lords Commissioners of the Admiralty having expressed their high satisfaction of the good conduct of the marines of several of the ships under my command, with you

at Portsmouth, in declining to give the assurance of the most honourable proceedings which had taken place at that dockyard; and of his having conducted himself upon that occasion, so much to the honour of the service and the interest of their country. I am to desire that you will be pleased to communicate the same to Lieutenant Ingram, and assure him that I feel highly gratified by the opportunity of doing justice to his character.

" I am, &c. W. YORKE WELLIS.

" *To Vice Admiral Sir* ANDREW MITCHELL, &c. &c. &c."

A.D. 1801.

" *Spithead, Dec.* 29, 1801.

" It is my directions to the captains of his Majesty's ships named in the margin,* under my orders, to convey on board the mariners belonging to the respective ships under their command the above letter from the commander in chief; and I feel equally happy that his good conduct has merited such a mark of approbation from him and the Lords Commissioners of the Admiralty.

" (Signed) A. MITCHELL."

On the same day of the execution of the mutineers, the squadron under Rear Admiral Campbell dropped down to St. Helens to wait for sailing for the West Indies.†

On the 6th of December Lieutenant W. H. Ingram, of the Hyæna, was honourably acquitted by the sentence of a court-martial, and placed at the bottom of the list of Lieutenants, on a charge of having been guilty of behaving in an ungentlemanly manner to some officers of the ship.

On the 13th Rear Admiral Totty sailed from Spithead for the West-Indies.

* Worcester, Castle, Princess Royal, Glory, and Malta; the Reformation and Vengeance were also ordered afterwards, entitled to share in the same distribution of bounty.

† Appendix, Chap. II. No. 414.

A.D. 1801 *A Liſt of Flag Officers, with the number of Poſt Captains, Maſters and Commanders, and Lieutenants belonging to the Royal Navy of Great Britain, on the 31ſt of December,* 1801.

FLAG OFFICERS.

Admiral of the Fleet.

Sir Peter Parker, Bt.

Admirals of the White Squadron.

Robert Roddam, Eſq.
Mark Milbank, Eſq.
Nicholas Vincent, Eſq.
Lord Graves,
Robert Digby, Eſq.
Viſcount Bridport,
Sir Chaloner Ogle, Kt.
Viſcount Hood,
Sir Richard Hughes, Bt.
John Elliot, Eſq.
Lord Hotham,
Joſeph Peyton, Eſq.
Sir Charles Middleton, Bt.
Sir Richard King, Bt.
Earl St. Vincent,
Viſcount Duncan,
Richard Braithwaite, Eſq.
Philips Cosby, Eſq.
Samuel Cornish, Eſq.
John Briſbane, Eſq.
Charles Wolſeley, Eſq.
Duke of Clarence.

Admirals of the Blue Squadron.

Sir Richard Onſlow, Bt.
Sir Robert Kingſmill, Bt.
Hon. William Cornwallis,
William Allen, Eſq.
Charles Buckner, Eſq.
John Gell Eſq.
William Dickſon, Eſq.
Lord Gardner,
Robert Linzee, Eſq.
Skeffington Lutwidge, Eſq.
Thomas Dumareſq, Eſq.
Sir Hyde Parker, Kt.
Benjamin Caldwell, Eſq.
Sir James Wallace, Kt.
Wm. Peere Williams, Eſq.
Sir Thomas Paſley, Bt.
Sir Thomas Rich, Bt.
James Cummings, Eſq.
Sir John Colpoys, K. B.
Archibald Dickſon, Eſq.
George Montagu, Eſq.
Lord Keith, K. B.

Vice Admirals of the Red.

James Pigot, Eſq.
Lord Radſtock,
Thomas Mackenzie, Eſq.
Thomas Pringle, Eſq.
Sir Roger Curtis, Bt.
Sir Henry Harvey, K. B.
Robert Man, Eſq.
Sir William Parker, Bt.
Charles Holmes Everet Calmadey, Eſq.
John Bourmaſter, Eſq.
Sir George Young, Bt.
John Henry, Eſq.
Richard Rodney Bligh, Eſq.

Vice

A.D. 1801

Vice Admirals of the White.

Alexander Græme, Eſq.
George Keppel, Eſq.
Samuel Reeve, Eſq.
Robert Biggs, Eſq.
Francis Parry, Eſq.
Iſaac Preſcot, Eſq.
John Bazely, Eſq.
Chriſtopher Maſon, Eſq.
Thomas Spry, Eſq.
Sir John Orde, Bt.
William Young, Eſq.
James Gambier, Eſq.
Sir Andrew Mitchell, K. B.

Vice Admirals of the Blue.

Cha. Chamberlayne, Eſq.
Peter Rainier, Eſq.
Chriſtopher Parker, Eſq.
Philip Patten, Eſq.
Sir Charles M. Pole, Bt.
John Browne, Eſq.
John Leigh Douglas, Eſq.
William Swiney, Eſq.
Charles Edw. Nugent, Eſq.
Charles P. Hamilton, Eſq.
Edmund Dod, Eſq.
Viſc. Nelſon, Duke of Bronte,

Rear Admirals of the Red.

Sir George Home, Bt.
Sir Charles Cotton, Bt.
John Thomas, Eſq.
James Brine, Eſq.
John Pakenham, Eſq.
Sir Eraſmus Gower, Kt.
James H. Whitſhed, Eſq.
Arthur Kemp, Eſq.
Smith Child, Eſq.
John Halloway, Eſq.
George Wilſon, Eſq.
Sir Cha. H. Knowles, Bt.
Hon. Thomas Pakenham,
Robert Deane, Eſq.
Cuthbert Collingwood, Eſq.
Lord Lecale,
Thomas Taylor, Eſq.
Sir John Tho. Duckworth, K. B.

Rear Admirals of the White.

John Willet Payne, Eſq.
Sir Robert Calder, Bt.
James Richard Dacres, Eſq.
Hon. George C. Berkeley, Eſq.
Thomas Weſt, Eſq.
James Douglas, Eſq.
Peter Aplin, Eſq.
Henry Savage, Eſq.
Barth. Sam. Rowley, Eſq.
Sir Rich. Bickerton, Bt.
George Bowen, Eſq.
Robert Montagu, Eſq.
John Ferguſon, Eſq.
Edward Edwards, Eſq.
Sir John Borlaſe Warren, K. B.
Edward Tyrell Smith, Eſq.
Sir Thomas Graves, K. B.
Thomas Mar. Ruſſel, Eſq.
Silverius Moriaty, Eſq.
Sir Henry Trollope, Kt.

Rear

A. D. 1782.

Rear Admirals of the Blue.

Henry Edwin Stanhope, Esq.	John Fish, Esq.
Robert M'Donald, Esq.	Jahel Brenton, Esq.
Billy Douglas, Esq.	John Knight, Esq.
John Wicky, Esq.	Edward Thornborough, Esq.
John Inglis, Esq.	James Kempthorne, Esq.
Sampson Edwards, Esq.	Arthur Phillip, Esq.
George Campbell, Esq.	Sir Will. Geo. Fairfax, Kt.
Thomas Hicks, Esq.	Thomas Totty, Esq.
Henry Cromwell, Esq.	Sir James Saumarez, K. B.

Admiral of the fleet, -	1
——— of the White, -	22
——— of the Blue, -	22
Vice Admirals of the Red, -	13
——— of the White, -	13
——— of the Blue, -	12
Rear Admirals of the Red, -	18
——— of the White, -	20
——— of the Blue, -	18
Total Admirals	139
Post Captains -	534
Masters and Commanders	407
Lieutenants -	2348
Total Officers in the Royal Navy	3428

A curious and singular Anecdote is related of the Pilot, [illegible] French Frigate, one of those appointed to [illegible].

This man, [illegible] a Frenchman, or speaking French extremely well, expressed a great desire to Captain Hotham, that he might be permitted to go on shore and get information respecting the force and situation of the enemy's fleet. After [illegible] Captain Hotham consented, and he was [illegible] in the night, with a promise that a boat should come to bring him off, at a proper time. The boat [illegible] four successive nights to the place appointed, but no pilot was there. At the expiration of eight

eight days, he came alongside in a French boat rowed by two men; and gave the following account of himself. That fearing if the ship should be apprehended as a spy, he gave up the idea of attempting to get off as agreed upon, and came to the resolution of hiring a boat to go into Camaret Bay; upon getting pretty near to it he told the men he did not mean that bay, he meant Bertheaume Bay; which was about half way to the ship; when he had approached near this bay, he said he wanted to go to point St. Mathews, (which was not more than two gun shots from the frigate) upon this the men flew in a passion, telling him they would take him back to Brest. When the pilot immediately took a brace of pistols from his pocket; and presenting one at each of them, exclaimed—"I am an Englishman, and if you do not put me on board my ship, without delay, I will blow your brains out." With which the Frenchmen judged it best to comply. A.D. 1801

This returned fellow had absolutely been on board some of the ships of war, and gave an exact account of their condition and force.

This year the old and iniquitous custom of allowing the shipwrights in the dock yards to cut and take chips away, was abolished, and they are allowed in lieu six-pence per day.

EXPEDITION TO THE BALTIC.

On the 12th of March, the squadron destined for the Baltic, sailed from Yarmouth Road under the command of Admiral Sir Hyde Parker, it consisted of seventeen sail of the line, several frigates, gun brigs, and other small armed vessels.

Whilst in the Downs, a great number of flat-bottomed boats, and several pieces of heavy artillery were taken on board; and at Yarmouth the 49th regiment, commanded by Colonel Brock, a detachment of artillery, and two companies of the rifle corps, the whole to be commanded by Colonel Stewart, were embarked for the service of the expedition.*

On Sir Hyde Parker's arrival in the Cattegat, he dispatched the following letter to the governor of Cronberg Castle.

* Appendix, Chap. II. No. 415. With the ships that joined afterwards.

London.

A.D.
1801

" *London, in the Cattegat, March 27th*, 1801.

" From the hoſtile intentions of the court of Denmark, ſending away his Britannic Majeſty's Charge d'Affaires, the commander in chief of his Majeſty's fleet, is anxious to know what the determination of the Daniſh court is, and whether the commanding officer of Cronberg Caſtle has received orders to fire upon the the Britiſh fleet as they paſs into the Sound, as he muſt deem the firing of the firſt gun a declaration of war on the part of Denmark.

(Signed) " HYDE PARKER."

The Governor's Anſwer.

" *Cronberg Caſtle, 28th March*, 1801.

" In anſwer to your excellency's letter, which I did not receive till the following day, at half paſt eight, I have the honour to inform you, that his Majeſty the King of Denmark did not ſend away the Charge d'Affairs, but that upon his own demand he obtained a paſſport. As a ſoldier I cannot meddle with politics, but I am not at liberty to ſuffer the fleet, whoſe intentions are not yet known, to approach the guns of the caſtle which I have the honour to command. In caſe your excellency ſhould think proper to make any propoſals to his Majeſty the King of Denmark, I wiſh to be informed thereof, before the fleet approaches nearer to the caſtle. An explicit anſwer is deſired.

(Signed) STRICKER."

Reply of Sir Hyde Parker.

" *On board the London, 29th March*, 1801, *one A. M*

" Sir,

" In anſwer to your excellency's note juſt now received, the undertigned has only to reply, that finding the intentions of the court of Denmark to be hoſtile againſt His Britannic Majeſty, he regards the anſwer as a declaration of war, and therefore, agreeable to his inſtructions, can

no longer refrain from hoſtilities, however reluctant it may A.D.
be to his feelings; but at the ſame time will be ready to 1801
attend to any propoſals of the court of Denmark for re-
ſtoring the former amity and friendſhip which had for ſo
many years ſubſiſted between the two courts.

(Signed) "HYDE PARKER."

"His Excellency the Governor
of Cronberg Caſtle."

Violent gales of wind had previouſly prevented the fleet from entering the Sound, for although it blew from a favourable quarter, its violence and the heavy ſea, made it impoſſible for the ſhips to weigh their anchors. On the 30th, it was more moderate, and the wind blowing from the northward, the fleet weighed and paſſed into the Sound; the forts on the Daniſh ſhore keeping up an inceſſant fire on them without effect: thoſe on the Swediſh remained ſilent, although the ſhips paſſed within one mile of their batteries. So ſoon as the whole line had paſſed the enemy's batteries, it anchored within five or ſix miles of the iſland of Huen. Sir Hyde Parker, with Lord Nelſon and Rear Admiral Graves embarked on board a lugger to reconnoitre the enemy's formidable line of defence, conſiſting of ſhips, radeaus, pontoons, galleys, fire ſhips, and gun boats, flanked and ſupported by extenſive batteries on the iſlands called the Crowns; the largeſt of which was mounted with from 50 to 70 pieces of cannon; theſe were again commanded by two ſhips of 70 guns, and a large frigate in the inner road of Copenhagen, and two 64 gun ſhips (without maſts) were moored on the flat on the ſtarboard ſide of the entrance into the Arſenal.

The next day their poſition was again more minutely examined, when it was reſolved to make the attack from the ſouthward. This deſperate ſervice was volunteered by Vice Admiral Lord Nelſon, with that enthuſiaſtic zeal and ardour which has ever manifeſted itſelf in the character of that intrepid officer.

For the execution of this ſervice, ſome days before the fleet entered the Sound, he had ſhifted his flag into the Elephant.

The vice admiral having by the aſſiſtance of Captains Riou and Briſbane, with the maſters of the Amazon and Cruizer ſloop, examined and buoyed the channel of the Outer

A. D. 1801 Outer Deep, and the [illegible] of the Middle Ground, preceded with the [illegible], and anchored in safety on the evening of the [illegible], all [illegible] from whence his lordship intended following up the attack.

"As Vice Admiral Lord Nelson cannot with precision mark the stations of the different descriptions of the enemy's floating batteries, and smaller vessels, lying between the two decked ships and hulks; the ships which are to be opposed to these floating batteries, &c. &c. will find their stations by observing the stations of the ships to be opposed to the two decked ships and hulks.

Line of Battle.

These ships are to steer in passing on to their stations.
- Edgar,
- Ardent,
- Glatton,
- Iris,
- †Agamemnon,

Are to lead in succession.

The Edgar to anchor a-breast of No. 5, (a 64 gun ship hulk). The Ardent to pass the Edgar, and anchor a-breast of No. 6 and 7. The Glatton to pass the Ardent, and anchor a-breast of No. 9, (a 64 gun ship hulk.) The Iris to anchor a-breast of No 2, (a 64 gun ship hulk). The Agamemnon to anchor a-breast of No. 1.

- †Bellona,
- Elephant,
- Ganges,
- Monarch,
- Defence,
- †Russell,
- Polyphemus,

To take their station and anchor as is prescribed by the following arrangement.

Memorandum.—No. 1, begins with the enemy's first ship to the southward.

* Appendix, Chap. II. No. 416.

† Not in action, being on shore, though from their situation they were exposed to [illegible] fire.

No.

N.	Rate.	Suppoſed number of guns mounted on board.	Station of the line as they are to anchor and engage.	A.D. 1801
1	74	28	Agamemnon; Defirée is to follow Agamemnon, and rake No. 2.	
2	64	26	Ilis.	
3	Low floating batteries ſhip rigged, rather within the line.	10	It is hoped the Defirée's fire will not only rake No. 2, but alſo rake theſe two ſhips. Capt. Roſe is to place the ſix gun brigs ſo as to rake them alſo.	
4		10		
5	64	27	Edgar.	
6	Pontoon	10	Ardent.	
7	Frigate built	12		
8	Small, no guns viſible	30	Glatton.	
9	64			
10	Ship gun boat of 22 guns	11	Bellona to give her attention to ſupport the Glatton.	
11	Pontoon, or floating	12		
12	batteries	9		
13	74	36	Elephant.	
14	Pontoons, or floating	12	Ganges.	
15	batteries	12		
16	64	30	Monarch.	
17	64	30	Defiance.	
18	64	30	Ruſſell.	
19	64	30	Polyphemus.	
20	A ſmall ſhip, ſuppoſed a bomb,	11		

The ſix gun boats Captain Roſe is to place with the Jamaica, to make a raking fire upon No. 1. The gun boats, it is expected, will get far enough to the weſtward of No. 1, to rake No. 2; and Captain Roſe is to advance with the ſhip and veſſels under his orders, farther northward, as he finds it neceſſary, to reach the Bomb ſhip to cruft, where he is firſt directed.

Nos. 1, 2, 3, and 4, being diſabled, which is expected to happen at an early period, the Iſis and Agamemnon are to cut their cables, and immediately make ſail and take their ſtations a-head of the Polyphemus, in order to ſupport

C A

A.D. 1801 that part of the line. One flat boat manned and armed, is to remain upon the off ſide of each line of battle ſhip. The remaining flat boats, with the boats for boarding, which will be ſent by Admiral Sir Hyde Parker, under the command of the firſt lieutenant of the London, are to keep as near to the Elephant as poſſible, but out of the line of fire, and to be ready to receive the directions of Lord Nelſon.

The four launches, with anchors and cables, which will be ſent by Admiral Sir Hyde Parker, under the command of a lieutenant of the London, to be as near to the Elephant as poſſible, out of the line of fire, ready to receive orders from Vice Admiral Lord Nelſon.

The Alcmene, Blanche, Arrow, Dart, Zephir, and other fire-ſhips, are to proceed under the orders of Captain Riou, of the Amazon, to perform ſuch ſervice as he is directed by Lord Nelſon.

At a little before ten o'clock in the morning of the 2d, the vice admiral made the ſignal to weigh and to engage the Daniſh line, conſiſting of ſix ſail of the line, eleven floating batteries, mounting from twenty-ſix 24 pounders, to eighteen 18 pounders, and one bomb ſhip, beſides ſchooner gun veſſels. Theſe were ſupported by the Crown Iſlands, mounting 88 cannon, and four ſail of the line moored in the harbour's mouth, and batteries on the iſland of Amak.

The fleet was led into action in a moſt gallant manner, by Captain George Murray, in the Edgar; whoſe example was nobly followed by the other ſhips of the ſquadron; unfortunately, the Bellona and Ruſſel, from the intricate navigation, took the ground; but although not in the ſtation aſſigned them, were ſo placed as to be of great ſervice. The Agamemnon could not weather the ſhoal of the Middle, and was obliged to anchor. Theſe unlucky accidents prevented the extenſion of the Britiſh line, and expoſed the Monarch, Defiance, and the ſmall ſquadron of frigates under Captain Riou, to a heavy cannonade from the enemy, which proved fatal to him and Captain Moſſe, both of whom, with many other gallant officers and brave men were killed.

The engagement commenced at five minutes after ten, and continued without intermiſſion for four hours, when the whole of the enemy's line and batteries were ſilenced, ſeventeen ſail were ſunk, burnt, or taken; the bomb ſhip and ſchooner gun veſſels made their eſcape.

The

The bomb veſſels threw their ſhells into the town and arſenal with ſome effect. A.D. 1801

The loſs ſuſtained, as muſt have been expected in ſo deſperate and reſolute an attack, was very great; twenty officers, including Captains Moſſe and Riou* were killed, and 254 men.

Wounded 48 officers, including Captain Sir Thomas Bladen Thompſon, of the Bellona, who loſt his leg,† and 689 men, making a total of killed and wounded 943.‡

The Danes, by their own account, loſt between 1600 and 1800 men. As ſoon as the firing had ceaſed on both ſides, Lord Nelſon ſent a flag of truce, with the following note, to the Prince Royal of Denmark.

"Lord Nelſon has directions to ſpare Denmark, when no longer reſiſting; but if the firing is continued on the part of Denmark, Lord Nelſon muſt be obliged to ſet on fire all the floating batteries he has taken, without having the power to ſave the brave Danes who have defended them."

"*Dated on board his Majeſty's Ship Elephant, Copenhagen Roads, April* 2, 1801.

"(Signed) NELSON and BRONTE,
"Vice Admiral, under the command of Admiral Sir Hyde Parker.

"*To the Brothers of Engliſhmen, the Danes.*"

Meſſage from the PRINCE ROYAL.

"His Royal Highneſs the Prince Royal of Denmark, has ſent me, General Adjutant Lindholm, on board to his Britannic Majeſty's Vice Admiral the Right Hon. Lord Nelſon, to aſk the particular object of ſending the flag of truce.

Lord NELSON's *Anſwer.*

"Lord Nelſon's object in ſending the flag of truce, was humanity; he therefore conſents that hoſtilities ſhall ceaſe;

* A penſion was ſettled upon Capt. Moſſe's widow of 200l.; and 25l. per annum on each of his ſix children, which is to ceaſe at the boys attaining the age of 21 years, and with the girls on their marriage. This is become an eſtabliſhed regulation in the ſervice.

† Has a penſion of 500l. per annum, and Captain of the Mary yacht.

‡ Appendix, Chap. II. No. 416.

A.D 1801 and that the wounded Danes may be taken on ſhore, and Lord Nelſon will take his priſoners out of the veſſels, and burn or carry off his prizes, as he ſhall think fit.

"Lord Nelſon, with humble duty to his Royal Highneſs the Prince of Denmark, will conſider this the greateſt victory he ever gained, if it may be the cauſe of a happy reconciliation and union between his own moſt gracious ſovereign, and his Majeſty the King of Denmark.

"(Signed) NELSON and BRONTE."

"*On board his Majeſty's Ship Elephant, Copenhagen Roads, April* 2, 1801."

The Danes accordingly agreed to a ceſſation of arms, and Lord Nelſon went on ſhore for the purpoſe of opening a negotiation with the Court of Denmark. His Lordſhip, on landing, was received by the multitude with the loudeſt and moſt general acclamations; and the Prince Royal of Denmark received him alſo in a manner conformable to his high character. On the 9th an armiſtice was concluded and ſigned by the reſpective officers empowered to treat, of which the following is a copy:

Armiſtice.

"The Daniſh Government on the one hand, and Admiral Sir Hyde Parker, Knight, commander in chief of his Britannic Majeſty's naval forces in the Road of Copenhagen, on the other, being, from motives of humanity, equally anxious to put a ſtop to the further effuſion of blood, and to ſave the City of Copenhagen from the diſaſtrous conſequences which may attend a further proſecution of hoſtilities againſt that city, have mutually agreed upon a military armiſtice, or ſuſpenſion of arms.

"His Daniſh Majeſty having for that purpoſe appointed Major General Erneſt Frederick Waltenſtorff, Chamberlain to his Daniſh Majeſty, and colonel of a regiment, and Adjutant General Hans Lindholm, captain in his Daniſh Majeſty's navy, his commiſſioners for agreeing about the terms of the ſaid armiſtice; and Admiral Sir Hyde Parker, Knight, having with the ſame view duly authoriſed the Right Honourable Horatio Lord Nelſon, of the Nile, Knight of the moſt honourable order of the Bath, Duke of Bronte, in Sicily, Knight of the Grand Cross of the Order of

of St. Ferdinand and of Merit, and of the Imperial Order of the Crefcent, Vice Admiral in the Fleet of his Britannic Majefty; and the Honourable William Stewart, Lieutenant-Colonel in his Britannic Majefty's fervice, and member of parliament, and commanding a detachment of his Britannic Majefty's forces embarked: thefe faid commiffioners have met this day, and having exchanged their refpective powers, have agreed upon the following terms: A.D. 1801

"Art. I. From the moment of the fignature of this armiftice, all hoftilities fhall immediately ceafe between the fleet under the command of Admiral Sir Hyde Parker, and the City of Copenhagen, and all the armed fhips and veffels of his Danifh Majefty in the road or harbour of that City, as likewife between the different iflands and provinces of Denmark, Jutland included.

"Art. II. The armed fhips and veffels belonging to his Danifh Majefty, fhall remain in their prefent actual ftation as to armament, equipment, and hoftile pofition: and the treaty, commonly underftood as the treaty of armed neutrality, as far as relates to the co-operation of Denmark, be unfpecified, while the armiftice remains in force.

"On the other fide, the armed fhips and veffels under the command of Admiral Sir Hyde Parker, fhall in no manner whatfoever moleft the city of Copenhagen, or his Danifh Majefty's armed fhips and veffels on the coafts of the different iflands and provinces of Denmark, Jutland included: and in order to avoid every thing which might otherwife create uneafinefs or jealoufy, Sir Hyde Parker fhall not fuffer any of the fhips or veffels under his command, to approach within gun fhot of the armed fhips or forts of his Danifh Majefty in the road of Copenhagen; this reftriction fhall not however extend to veffels neceffarily paffing or repaffing through the Gafper, or King's Channel.

"Art. III. This armiftice is to protect the city of Copenhagen, as alfo the coafts of Denmark, of Jutland, and the iflands included, againft the attack of any other naval force which his Britannic Majefty may now, or hereafter, during its remaining in force, have in thofe feas.

"Art. IV. The fleet of Admiral Sir Hyde Parker fhall be permitted to provide itfelf at Copenhagen, and along the coafts of the different iflands and provinces of Denmark and Jutland included, with every thing which it may require for the health and comfort of the crews.

A.D. 1801 "Art. V. Admiral Sir Hyde Parker ſhall ſend on ſhore all ſuch ſubjects of his Daniſh Majeſty as are now on board the Britiſh fleet under his command, the Daniſh government engaging to give an acknowledgment for them, as alſo for all ſuch wounded as were permitted to be landed after the action of the 2d inſtant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hoſtilities.

"Art. VI. The coaſting trade carried on by Denmark along all ſuch parts of her coaſt as are included in the operation of this armiſtice, ſhall be unmoleſted by any Britiſh ſhips or veſſels whatever, and inſtructions given accordingly by Admiral Sir Hyde Parker.

"Art. VII. This armiſtice is to continue uninterrupted by the contracting parties for the ſpace of fourteen weeks from the ſignature hereof; at the expiration of which time, it ſhall be in the power of either of the ſaid parties to declare a ceſſation of the ſame, and to recommence hoſtilities, upon giving fourteen days previous notice.

"The conditions of this armiſtice are upon all occaſions to be explained in the moſt liberal and loyal manner, ſo as to remove all ground for further diſputes, and facilitate the means of bringing about the reſtoration of harmony and good underſtanding between the two kingdoms.

"In faith whereof, we, the underſigned commiſſioners, in virtue of our full powers, have ſigned the preſent armiſtice, and have affixed to it the ſeal of our arms.

"Done on board his Britannic Majeſty's Ship the London, in Copenhagen Roads, April the Ninth, One Thouſand Eight Hundred and One.

"Signed (L. S.) NELSON and BRONTE.
(L. S.) WILLIAM STEWART.
(L. S.) ERNEST FREDERIC WALTENSTORFF.
(L. S.) HANS LINDHOLM.

In purſuance of my above-mentioned authority, I ratify this document with my hand.

"(L. S.) FREDERICK.

Ratified by me,

"(L. S.) HYDE PARKER, Admiral and Commander in Chief of his Britannic Majeſty's Fleet."

Upon

Upon the above armiſtice being concluded, Admiral Sir Hyde Parker ordered the following general order to be iſſued to the fleet by his firſt captain. A. D. 1801

G. O. *His Majeſty's Ship London, Copenhagen Roads, April 10th*, 1801.

" An armiſtice being now concluded between the government of Copenhagen, and the commander in chief, by which all hoſtilities are to ceaſe for the ſpace of fourteen weeks, or until the courts of Great Britain and Copenhagen have arranged their preſent differences.

" It is the commander in chief's expreſs directions that no act of hoſtility or inſult be offered by any officer or ſeaman under his command to the Daniſh flag, as it is meant ſuch ſupplies as are wanted for the fleet, are to be ſent off by Daniſh boats from the ſhore. The commander in chief ſtrictly prohibits any officers or boats going to the ſhore from the fleet, except by his ſpecial permiſſion firſt granted.

(Signed) " WM. DOMETT."

For this important victory, Admiral Sir Hyde Parker, Vice Admiral Lord Nelſon, Rear Admiral Thomas Graves, and the Hon. Lieutenant Colonel Stewart, with the officers, ſeamen, marines, and ſoldiers of the fleet, were voted the thanks of both houſes of parliament for the very gallant ſervices they had rendered their country. A monument was alſo voted to be erected in St. Paul's Cathedral, to the memory of Captains Moſſe and Riou.

Daniſh account of the Action off Copenhagen.

The following is the official account of the late naval engagement, tranſmitted to his Royal Highneſs the Crown Prince, by the Commander in Chief, Olfert Fiſher:

" On the 1ſt of April, at half paſt three in the afternoon, two diviſions of the Engliſh fleet, under the command of Vice Admiral Lord Nelſon and a rear admiral, weighed anchor, and ſtood eaſtwards and by ſouth of the middle paſſage of the road, where they anchored. This

A. D. 1801. force conſiſted of twelve ſhips of the line, and ſeveral large frigates, gun boats, and other ſmaller veſſels, in all 31 ſail.

"On the 2d of April, at three quarters paſt nine in the morning, the wind S. E. both the veſſels to the ſouth, and the veſſels to the north of the middle road, weighed anchor. The ſhips of the line and heavy frigates under Lord Nelſon, ſteered for the Konigſtiefe, to take their ſtation in order along the line of defence confined to me. The gun boats and ſmall veſſels took their ſtation nearer to the town, and the diviſion of Admiral Parker conſiſting of eight ſhips of the line and ſome ſmall veſſels, ſteered with a preſs of ſail ſouthwards to the right wing of defence.

"At half paſt ten, the foremoſt ſhips of Admiral Nelſon's diviſion paſſed the ſouthernmoſt ſhips of the line of defence: I gave thoſe ſhips that were within ſhot, the ſignal for battle. The block ſhips, Proveſteen, and Wagner, and immediately after theſe, the Jutland, between which and the block ſhip Dannebrog, the leading Engliſh ſhip (of 74 guns) fixed her ſtation by throwing out one of her rear anchors, obeyed the ſignal by a well directed and well ſupported fire. By degrees, the next of the ſhips came up, and as they ſailed paſt on both ſides of the ſhips already at anchor, they formed a thick line, which, as it ſtretched northwards to the ſhip of the line the Zealand, engaged not more than two-thirds of the line of defence committed to me; while the Three Crowns battery, and the block ſhips, Elephant and Mars, with the frigate Hielpern did not come at all into action.

"In half an hour the battle was general. Ten ſhips of the line, among which was one of 80 guns, the reſt chiefly 74's, and from ſix to eight frigates, on the one ſide. On the other, ſeven block ſhips, of which only one of 74 guns, the reſt of 64 and under, two frigates, and ſix ſmall veſſels. This was the reſpective ſtrength of the two parties. The enemy had on the whole two ſhips to one, and the block ſhip Proveſteen had, beſides a ſhip of the line, and the rear admiral, two frigates againſt her, by which ſhe was raked the whole time, without being able to return a ſhot.

"If I only recapitulate hiſtorically what your Highneſs, and along with you, a great portion of the citizens of Denmark and Europe have ſeen, I may venture to call that

A. D 1801

that an unequal combat, which was maintained and fupported for four hours and a half with unexampled courage and effect, in which the fire of the fuperior force was fo much weakened for an hour before the end of the battle, that feveral Englifh fhips, and particularly Lord Nelfon's, were obliged to fire only fingle fhots; that this here himfelf, in the middle and very heat of the battle, fent a flag of truce on fhore to propofe a ceffation of hoftilities; if I told, that it was announced to me that two Englifh fhips of the line had ftruck, but being fupported by the affiftance of freth fhips, again hoifted their flags; I may in fuch circumftances be permitted to fay, and I believe I may appeal to the enemy's own confeffion, that in this engagement, Denmark's ancient naval reputation blazed forth with fuch incredible fplendour, that I thank Heaven all Europe are the witnefs of it.

"Yet the fcale, if not equal, did not decline far to the difadvantage of Denmark. The fhips that were firft and moft obftinately attacked, even furrounded by the enemy, the incomparable Provefteen, fought till almoft all her guns were difmounted. But thefe veffels were obliged to give way to fuperior force, and the Danifh fire ceafed along the whole line from north to fouth.

"At half paft eleven, the Dannebrog fhip of the line, which lay alongide Admiral Nelfon, was fet on fire. I repaired with my flag on board the Holftein, of the line, belonging to the north wing. But the Dannebrog long kept her flag flying in fpite of this difaiter. At the end of the battle fhe had 270 men killed and wounded.

"At half paft two, the Holftein was fo fhattered, and had fo many killed and wounded, and fo many guns difmounted, that I then caufed the pendant to be hoifted, inftead of my flag, and went on fhore to the battery of the Three Crowns, from which I commanded the north wing, which was flightly engaged with the artillery of Admiral Parker, till about four o'clock, when I received orders from your Royal Highnefs to put an end to the engagement.

"Thus the quarter of the line of defence from the Three Crowns to the frigate Hielpern was in the power of the enemy, and the Hielpern thus fhooting herfelf alone, flipped her cables and fteered to Norfen. The fhip Elwen, after fhe had received many fhots in her hull,

A. D. 1801 and had her maſts and rigging ſhot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats Nyburg and Aggerſtans, which laſt towed the former away when near ſinking, ran a-ſhore, and the Gurnenſne floating battery, which had ſuffered much, together with the block ſhip Dannebrog, ſhortly after the battle blew up.

"Beſides the viſible loſs the enemy have ſuffered, I am convinced their loſs in killed and wounded is conſiderable. The advantage the enemy have gained by their victory, too, conſiſts merely in ſhips which are not fit for uſe, in ſpiked cannon, and gunpowder damaged by ſea-water.

"The number of killed and wounded cannot yet be exactly aſcertained; but I conclude it from 1600 to 1800 men. Among the former it is with grief that I mention the captains of the block ſhip Indosforethen, and the frigate Cronburg, Captain Tharn, and firſt Lieutenant Hauch, with ſeveral other brave officers. Among the wounded, the commander of the Dannebrog, who beſides other wounds, has loſt his right hand.

"I want expreſſions to do juſtice to the unexampled courage of the officers and crews. The battle itſelf can only enable you to form an idea of it.

(Signed) "OLFERT FISCHER."

Sir Hyde Parker having left thoſe ſhips which were the moſt diſabled off Copenhagen, under Lord Nelſon;* proceeded with the reſt of his fleet up the Baltic, to chaſtize

* It is related that when Lord Nelſon received advice that the Swediſh ſquadron was at ſea, and Sir Hyde Parker in purſuit of them; that he inſtantly ordered a boat to be manned, and put off in hopes to get on board the fleet time enough to ſhare in the action. So great was this gallant officer's anxiety, leſt he ſhould not overtake the fleet, that he had got into the boat without a cloak, and the weather being extremely cold, the maſter of the Bellona, whom he had taken with him, offered him his great coat, which his Lordſhip refuſed, ſaying; "No, I am not cold; my anxiety for my country will keep me warm." And then aſked if he thought the fleet, (meaning the Britiſh) had ſailed? the maſter replied—"I ſhould rather ſuppoſe not my Lord."—upon which his Lordſhip obſerved—"If they are, we ſhall follow them to Carlſcrona in the boat by God."—A diſtance of at leaſt 50 leagues. At midnight, however, they joined the fleet, and his Lordſhip went on board the Elephant.

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the Ruſſians and Swedes.* The fleet paſſed through the intricate and narrow channel, called the Grounds, between the iſlands of Arnag and Saltholm; but not without ſome danger, ſeveral of the largeſt ſhips often touched the ground. The admiral having received intelligence that a ſquadron of Swediſh Ships of war had put to ſea, for the purpoſe of forming a junction with the Ruſſian fleet at Revel, ſhaped his courſe towards the northern extremity of the iſland of Bronholm; but the Swediſh commander hearing that the Britiſh fleet was in purſuit of him, crowded all his ſail, and retired behind the forts in the harbour of Carlſcrona. A.D. 1801

On the 19th of April, Sir Hyde Parker arrived off the above port, where he plainly perceived the Swediſh ſquadron, conſiſting of ſeveral ſail of the line, and ſix large frigates moored under the protection of their batteries in line of battle.

The admiral immediately diſpatched the Dart ſloop of war with a flag of truce, and the following letter to the commander in chief,

"*On board the London, April 18th*, 1801.

"The Daniſh court having been induced to conclude an armiſtice, by which the unfortunate diſputes between the courts of Denmark and St. James's have been accommodated, and as I am directed to require an explicit declaration from the court of Sweden, relative to its intention to adhere to, or to abandon the hoſtile meaſures which it has taken in conjunction with Ruſſia, againſt the rights and intereſt of Great Britain; I have the honour to tranſmit your excellency this letter, that I may receive in anſwer a declaration of the reſolution of the court of Sweden with reſpect to this important object, and ſhall conduct my future operations according to this anſwer, which I expect to receive within 48 hours.

I have the honour to be, &c.

(Signed) "HYDE PARKER,

"Commander in Chief of the Britiſh fleet in the Baltic."

* Appendix, Chap. II. No. 417.

A.D. 1801

Vice Admiral Cronſtadt replied,

"That being only a military officer, he could not undertake to anſwer a queſtion which did not come within the particular circle of his duty; but that his Swediſh Majeſty had declared he ſhould ſoon be at Carlſcrona, and that he would then notify to the Admiral his reſolution."

His Swediſh Majeſty arrived, and cauſed the following official anſwer to be tranſmitted to Admiral Parker.

Admiral,

"The King my maſter, has commanded me to communicate to you the following official anſwer to the letter which I had the honour to receive from you on the 18th inſtant.

"Convinced that your excellency is perfectly ſenſible of the importance and ſacred nature of promiſes when once made; His Majeſty conceives that the following explicit declaration cannot be unexpected by your excellency, viz. That his Swediſh Majeſty will not for a moment fail to fulfil with fidelity and ſincerity the engagements he has entered into with his allies; and that without any reference, of the particular intervention of another power, under whatever name it may be, and the effects of which can never be extended to the common intereſts of the hitherto neutral powers.

"This is the firm and unalterable reſolution of his Majeſty. Equally induced by inclination and duty to conſider the affair of his faithful allies as his own, his Swediſh Majeſty, however, will not refuſe to liſten to equitable propoſals for accommodating the preſent diſputes, made by deputies furniſhed with proper authority by the King of Great Britain to the united northern powers.

(Signed) "C. O. CRONSTADT.
"Adjutant General to his Swediſh Majeſty for the fleet, and Commander in Chief at Carlſcrona."

Carlſcrona, April 22d, 1801.

On the 23d, a lugger joined the fleet with diſpatches from the Ruſſian ambaſſador at Copenhagen to the admiral, containing overtures of a pacific nature from the court of Ruſſia, of which the following is a copy.

"*Ruſſian*

A.D. 1801

" *Ruſſian Imperial Declaration, to Admiral Sir Hyde Parker, the Admiral of the Britiſh Fleet in the Baltic.*

" By the deceaſe of his Majeſty, the Emperor Paul I.* of glorious memory, the ſceptre of the Ruſſian Empire has deſcended by the right of birth into the hands of his Imperial Majeſty Alexander I. One of the firſt events under the government of this monarch has been, that he has accepted the offer which the Britiſh court had made to his illuſtrious predeceſſor, to terminate the diſputes, which threatens the ſpeedy breaking out of a war in the north of Europe, by an amicable convention. Faithful to his engagements which he has entered into with the courts of Stockholm, Berlin, and Copenhagen, his Imperial Majeſty has declared to them his reſolution not to act, but in conjunction with his allies in whatever may concern the intereſt of the neutral powers. His Imperial Majeſty could not have expected that the Britiſh court would have undertaken an hoſtile attack upon Denmark, at the very time when its envoy at Berlin was authorized anew to enter into conferences with the Ruſſian miniſter reſiding there.

" The meaſures taken by his Imperial Majeſty were only in conſequence of his wiſh for peace, and the welfare of mankind, and to avoid a deſtructive miſunderſtanding between the contending powers. The hoſtilities commenced againſt Denmark, and the arrival of a hoſtile fleet would have fruſtrated the wiſh of his Imperial Majeſty to maintain peace, had not this attack upon his alliance been made before his propoſals were made known to the court of London; but as the Britiſh fleet had ſailed for the Sound, before his Majeſty aſcended the throne, he ſhall wait the meaſures of the Britiſh court, when it ſhall be informed of what is paſt.

" The underſigned general of cavalry and miniſter of ſtate for foreign affairs, deſires therefore in the name of his illuſtrious Sovereign, that the admiral in chief of the fleet of his Britannic Majeſty ſhall deſiſt from all further hoſtilities, and ſtrike the flags of the three united powers, till his excellency ſhall have received further directions from his ſovereign; otherwiſe the admiral muſt be perſonally reſponſible for the conſequences that may enſue from the proſecution of the war.

* Died on the 24th of March (O. S.) which anſwers to the 23d.

" Though

A.D. 1801 "Though prepared to repel force with force, his Imperial Majeſty perſiſts in his pacific ſentiments; but the juſtice and moderation of the cabinet of London muſt enable him to reconcile the demands of humanity with the duties which he owes to the honour of his crown, and the intereſt of his allies.

"(Signed)

"VAN DER PAHLER.

Upon the receipt of this pacific declaration, Sir Hyde Parker ſuſpended hoſtilities, and returned with the fleet to Kioge Bay.

Soon after he received the following letter from the Swediſh admiral at Carlſcrona.

Vice Admiral Cronſtadt to Admiral Parker,

Carlſcrona, April 26th, 1801.

"Having by order of my King, anſwered the queſtion you propoſed to me on the 18th inſtant, in the open and artleſs manner becoming a Swede, who ſpeaks in a juſt cauſe, I likewiſe hope and expect, that your excellency will not heſitate to give an explicit anſwer to the queſtion which I have alſo the honour herewith to propoſe on the part of my King. The fleet of his Britannic Majeſty under your command, having quitted the neighbourhood of Carlſcrona, after the receipt of my letter abovementioned, and according to a report from his Majeſty's governor general in Scandinavia, ſoon afterwards paſſed Saltſrebo Ref, probably with an intention of returning through Drogden, your excellency will permit me to requeſt an anſwer to the following queſtions:—'Whether the King, by this ſtep, is to expect a more moderate line of conduct towards the unarmed merchant ſhips of his own ſubjects, and thoſe of his allies? 2. Whether the communication between different parts of his realms, as well as between the Baltic and the weſtern coaſt of Sweden are to be conſidered as blockaded or not? The King my maſter is of opinion, that the arrival of ſome ſhips from Pomerania for Carlſcrona, without being ſtopped by the ſhips of the Engliſh fleet cruizing in thoſe ſeas

seas, furnish an opportunity for asking these questions. He has therefore, commanded me, to request of your excellency a positive answer to those points, by which my further conduct will be regulated. A.D. 1801

(Signed) "C. O. CRONSTADT,
"Adjutant General to the King, acting for the fleet, and appointed Commander in Chief at Carlskrona."

Answer from Admiral Parker.

"I have had the honour of receiving the letter which you, Admiral, have written to me, in the King's name on the 26th instant. The answer I have to return, is, that having received, through the Russian envoy at Copenhagen, a letter from Count Van der Pahlen, his Imperial Majesty's minister, which so clearly evinces the favourable sentiments of his Imperial Majesty towards Great Britain on his own part as well as with respect to his allies; I do not hesitate a moment to comply with the Emperor's wish for an armistice, until the present difference between Great Britain and the northern powers shall be settled; and in order to shew my readiness to contribute thereto, I have given orders immediately no longer to obstruct the navigation of Russian, Swedish, and Danish subjects in the Cattegate and the Baltic. I request the admiral to assure his King, that with respect to Sweden, it gives me the greater satisfaction, that hostilities have not yet commenced between us; and under the present favourable circumstances, considering myself assured, that the former harmony and friendship so useful to both powers, will speedily be restored; I have the honour to be, with particular esteem, your Excellency's most obedient servant,

(Signed) H. PARKER.
"Admiral and Commander in Chief of his Britannic Majesty's fleet in the Baltic, &c."

Early in the month of May, Sir Hyde Parker resigned the command of the fleet to Lord Nelson, and returned to England in the Blanche Frigate.

On

A.D. 1801 On the 8th of the ſame month his lordſhip ſent a flag of truce to Carlſcrona, with the adjoining letter to Vice Admiral Cronſtadt.

" Sir,

" The former commander in chief of the Britiſh fleet in the Baltic, having at the requeſt of the Emperor of Ruſſia, conſented not to interrupt the Swediſh navigation, it would be extremely unpleaſant to me, ſhould any thing happen, which might for a moment diſturb the returning harmony and friendſhip between Sweden and Great Britain.

" Your Excellency muſt therefore permit me to inform you, that I am not directed to abſtain from hoſtilities ſhould I meet the Swediſh fleet at ſea. As it is therefore in your power to prevent this, I am convinced you will conſider this intimation as a friendly meaſure on my part, and communicate the ſame to his Swediſh Majeſty.

" I entreat your Excellency to believe that I am, with the utmoſt reſpect, your moſt obedient ſervant.

(Signed) " NELSON and BRONTE,

" On board the St. George, in the Baltic, May 8th, 1801.

To which Vice Admiral CRONSTADT replied:

Carlſcrona, May 10, 1801.

Admiral,

" I have had the honour to receive the letter of your Excellency of the 8th inſtant, and have tranſmitted to the King my maſter, who is gone from hence to Stockholm. When I ſhall receive his anſwer, I will do myſelf the honour to forward it to you immediately.

(Signed) " C. O. CRONSTADT."

" Admiral and Commander in Chief of the fleet at Carlſcrona."

His lordſhip detached Captain George Murray in the Edgar, with ſeven ſail of the line and a frigate, to cruize off

off Carlſcrona; a ſquadron of frigates was alſo left off Bornholm, and proceeded himſelf with the main body of the fleet to Revel. On the 14th the vice admiral anchored off that place.* A. D. 1801

On the 17th Lord Nelſon ſailed from Revel, and not having received any deciſive anſwer to his letter of the 9th from Admiral Cronſtadt, he ſent a flag of truce to Carlſcrona with the following:

"*St. George, at Sea, May* 23, 1801.

"Sir,

"In the correſpondence which your Excellency had with the late commander in chief of the Britiſh fleet in the Baltic, who notified to you that the Swediſh fleet in the Cattegat and the Baltic ſhould not be moleſted by the Britiſh cruizers, I find no counter-declaration to the ſame tenor on the part of Sweden.

"I muſt therefore requeſt of your Excellency an explicit declaration, that the trade of Great Britain in the Cattegat and the Baltic, ſhall in no manner be moleſted by Sweden: your Excellency will perceive the neceſſity of ſuch a reciprocal declaration. I am with the utmoſt reſpect your Excellency's moſt obedient ſervant,

"NELSON and BRONTE."

Admiral CRONSTADT's Reply.

"*Carlſcrona, May* 24, 1801.

"Admiral,

"I have to day had the honour to receive your Excellency's letter of the 23d inſtant: as my inſtructions do not permit me to iſſue any orders relative to the conduct to be purſued with reſpect to the trade of Great Britain, I ſhall tranſmit the letter of your Excellency to the King my maſter, and when I receive the commands of his

* With Captain MURRAY.

Edgar, Ruſſel, Saturn, Agamemnon, Ardent, Raiſonnable, Glatton, and Shannon Frigate.

With Lord NELSON.

St. George, London, Defence, Ramillies, Ganges, Defiance, Warrior, Elephant, Bellona, Veteran, Polyphemus; Amazon Frigate, Fire and Cruiſer ſloops of war.

Majeſty

A.D. 1801 Majeſty on the ſubject, ſhall immediately have the honour to communicate to you an official anſwer.

" I remain with the utmoſt eſteem,
" CRONSTADT."

On the ſame day Admiral Cronſtadt received the royal ordinance from Stockholm relative to the Engliſh trade, and inſtantly diſpatched a cutter with a flag of truce, to inform Lord Nelſon with the purport of it.

" *Carlſcrona, May* 24.

" Admiral,

" I have this moment received the order of the King, my maſter, for taking off the embargo* on the trade and navigation to England, a copy of which I herewith tranſmit to your Excellency. I have loſt no time in making this communication to your Excellency, as your Excellency, in your letter of yeſterday, requeſted it from me, and as I am now enabled, according to my promiſe, to return you an official anſwer.

" I am, &c.
" CRONSTADT."

To this Lord NELSON replied—

" *St. George, near Rodſtock, May* 26.

" Sir,

" I have this moment the honour to receive your Excellency's letter of the 24th of May, with a copy of the proclamation of his Swediſh Majeſty relative to the Britiſh merchant ſhips, for which I am much obliged to you. As his Excellency Lord St. Helens muſt by this time have arrived at St. Peterſburg, I hope the ancient friendſhip between our reſpective countries, ſo beneficial to the true intereſts of both, will in a few days again be reſtored, and that I ſhall ſoon have another opportunity to aſſure your Excellency with what reſpect I am

" Your moſt obedient ſervant,
" NELSON and BRONTE."

* The embargo was taken off by Ruſſia and Sweden on the 19th of May.

On

On the 8th of June, Vice Admiral Pole failed from Yarmouth in the Æolus frigate, to take the command of the Baltic fleet; he arrived in Kioge Bay on the 17th. Lord Nelson immediately refigned the command, and returned to England in the Kite brig, for the re-eftablifhment of his health. Previous to his Lordfhip's quitting the fleet, he made the following memorandum: A.D. 1801

" *St. George, Kioge Bay, June* 18, 1801.

MEMORANDUM.

" Lord Nelfon has been obliged, from the very bad ftate of his health, to apply to the Lords Commiffioners of the Admiralty for leave to return to England, which their Lordfhips have been pleafed to comply with. But Lord Nelfon cannot allow himfelf to leave the fleet without expreffing to the admirals, captains, officers, and men, how fenfibly he has felt, and does feel, all their kindnefs to him; and alfo how nobly and honourably they have fupported him in the hour of battle, and the readinefs they have fhewn to maintain the honour of their King and Country on many occafions which have offered; and had more opportunities prefented themfelves, Lord Nelfon is perfectly perfuaded they would have added more glory to their country. Lord Nelfon cannot but obferve with the higheft fatisfaction which can fill the breaft of an Englifh admiral, that (with the exception of the glaring mifconduct of the officers of the Tygress and Cracker gun brigs, and the charges alledged againft the Lieutenant of the Terror bomb) out of 18,000 of which the fleet is compofed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this fleet under the bleffings of Almighty God, is to be attributed to the great regularity, exact difcipline, and cheerful obedience of every individual of the fleet. The vice admiral aflures them, that he will not fail to reprefent to the Lords Commiffioners of the Admiralty their high prafe worthy conduct; and if it pleafe God that the vice admiral recovers his health, will feel pleafure fome future day to go with them in purfuit of further glory, and to affift in making the name of our king beloved and refpected by all the world.

" (Signed) NELSON and BRONTE.

" To the refpective Admirals,
Captains, &c."

A. D. 1801 Vice Admiral Pole continued in the Baltic until the latter end of July, when there being no longer any ſervice for ſo powerful a fleet in that quarter, he returned to join the Channel fleet.

MEDITERRANEAN.*

On the 4th of January, the merchants of Trieſte preſented Captain William Ricketts, of his Majeſty's brig El Corſo with a handſome diamond ring, accompanied by the following letter, as an acknowledgement of his ſervices in the Adriatic.

"*Trieſte, January 4th*, 1801.

"Sir,

"The honourable nature of your proceedings in the Adriatic, the protection you have afforded our commerce againſt the Corſairs of France, and the aſſiſtance which, on all occaſions, you have rendered to the friends of his Britannic Majeſty exact on our part, at the commencement of the year the warmeſt expreſſions of gratitude; and in wiſhing you a happy beginning of it, in the name of this body of merchants, we with to mark our acknowledgements, and, in order to preſerve us in your memory, have preſumed to accompany this with a ſmall token of our reſpect. Wiſhing you all manner of felicity, we remain, the deputation of the mercantile body.

(Signed) "J. MANZIWANY,
LUZOVICK GOVANUCHI,
J. REYIS FRAN. POTTE,
J. CATRARO,
SORREI REDE

"To Captain William Rickets,
commander of his Britannic
Majeſty's brig El Corſo."

* Appendix, Chap. II. No 473.

Captain

A. D.
1801

Captain William Ricketts's Answer to the Deputation of the Mercantile Corporation of Trieste.

"*El Corfo, Trieste, Jan. 5th,* 1801.

"Gentlemen,

"After five months incessant cruizing on the shores of the Adriatic, it is with singular satisfaction that at the commencement of the new year, I have received your elegant and flattering mark of approbation; and it is with peculiar gratitude, I wish you to believe, that if any thing on earth could encrease my zeal in the cause we are labouring for, it would be to honour me a testimony of success and service from the enlightened characters as those who compose the trading community of Trieste:

"I am,
Gentlemen, with great respect,
Your most obedient humble servant,

(Signed) "WILLIAM RICKETTS."

On the 29th of January, the French squadron under M. Gantheaume, fell in with and captured the Incendiary fire ship, Captain Dunn. On the 10th of February, he took the Sprightly cutter, and on the 13th, the Succefs frigate of 32 guns, Captain Peard.

On the 19th of February, Captain Robert Barlow in the Phœbe, about four o'clock in the afternoon, being about two leagues to the eastward of Gibraltar, discovered an enemy's ship under Ceuta, steering with a crowd of sail to the eastward. At half past seven on the same evening, Captain Barlow had the good fortune to bring her to close action, which continued within pistol shot with unremitting fury about two hours; the enemy resolutely opposing the animated and skilful exertions of Captain Barlow, his brave officers and men, until his ship was almost a wreck, five feet water in her hold, several of her guns dismounted, and her decks encumbered with the dead, when she struck, and proved to be L'Atheane, French frigate of 44 guns, viz. 26 eighteen pounders on her main deck, and 18 nine pounders on her quarter deck and forecastle; she had on board, at the commencement of the action, 715 men, 200 of whom were troops and artificers, under the command of General

A.D. 1801 Desfourneaux. She had failed from Rochfort on the 13th, in company with another frigate, from which ſhe parted the following day in a gale of wind, they were under the orders of the Chief of Diviſion Saunier, whoſe broad pendant was flying, and who (with many principal officers, both of the troops and of the marines) was ſlain in the action. L'Africane was commanded by Captain Magendie, who was among the wounded.

The tremendous and well directed fire from the Phœbe, was productive of dreadful ſlaughter on board the French frigate, whoſe decks were crouded with men; 200 were ſlain, and 143 wounded.

The loſs on board the Phœbe is comparatively ſmall after ſo long and bloody a conteſt, only one ſeaman being killed; Mr. Holland the firſt lieutenant, Mr. Griffiths the maſter, and ten ſeamen wounded.

L'Africane had on board ſix braſs field pieces, ſeveral thouſand ſtand of arms, ammunition, and implements of agriculture; it was therefore believed her deſtination was Egypt. She was purchaſed by government and added to the royal navy.*

The following is a liſt of the killed and wounded on board the L'Africane French frigate, delivered to Captain Barlow by her commander.

Liſte des Officiers tues et bleſſés abord la frigate L'Africane, de 26 canons en batterie de 18, et 18 de 9 ſur les Gaillards.

" Les tués.—Monſieur Saunier, commandant la diviſion; M. Duguet, chef de brigade des troupes paſſagers; M. Lacroix, capitaine des canoniers des troupes; M. Martin, capitaine des grenadiers des troupes; M. Sanerenxe, aſpiran de marine; M. Cornet, aſpiran de marine; M. Marche, aſpiran de marine; M. Bourhemot, aſpiran de marine; C. Capitaine d'armés des troupes de marine; C. maitre canonier; un maitre charpentier; C. maitre canonier; Six ——; douze canonier de marine; 24 canoniers des troupes des terre; 3 chirurgiens qui ont été més dans l'entrepot en panſant les bleſſes; 144, matelots,

* On Captain Barlow's return to England, he was knighted; and Mr. Holland promoted to the rank of maſter and commander.

ſoldats

foldats de marine, foldats paſſagers, et paſſagers de gens de A.D.
mer. Totale, 200 tués et même je croix d'avantage a 1801
verifier a l'arivée a terre.

Noms de bleſſés.—Le général de diviſion, Deſfourneaux charge de l'expedition des troupes; M. Ducamet, chef de bataillon, le bras emporté; M. Deſfourneaux, chef d'eſcadre, frere du general; M. Poubalies, aid-du-camp du général; M. Herteau, capitaine et adjutant major du bataillon, bleſſé en trois endroits; M. Magerdie, capitaine de la frigate L'Africane, bleſſé en deux endroits; M. Duboure, premiere lieut. de la frigate; M. Dornaldegin, lieut. et major des Jagneaux; M. Samſon, lieut. de la frigate; M. Bogue, lieut. de la frigate; M. Brideaul, lieut. de la frigate; M. Betvele, aſpiran de la marine; M. Doſher, aſpiran de la marine; M. Ucet, premier lieut. des grenadiers; M. Artos, ſeconde lieut. des grenadiers; M. Silla, lieut. des troupes; M. Leſaque, maitre de bataillon; le maitre pilot, le bras caſſé; de ſeconde maitre Vouler, bleſſé à mort; 10 canoniers de marine; 26 canoniers des troupes de terre; 86 matelots, ſoldats des troupes, ou ouvriers paſſagers, et la plus grande partie bleſſés à mort. Totale 143 bleſſes, et peut-etre plus a verifier.

(Signed) "MAJENDIE."

On the 4th of March, the ſquadron* under the command of Sir John Borlaſe Warren, ſailed from Mahon in queſt of Gantheaume; who he underſtood was on the point of ſailing from Toulon.

On the 25th, the rear admiral was joined by the Salamine, whoſe commander informed him, that the French fleet had left Toulon on the 19th, and from the courſe they ſteered he had reaſon to think, their deſtination to be Egypt. Sir John Warren immediately ſhaped that courſe, which he judged moſt likely to overtake them; and was ſo far fortunate as to diſcover the enemy the next morning about ten leagues to the eaſt of Sardinia. Chace was inſtantly given, but the unſteadineſs of the wind attended with frequent calms, gave the enemy an opportunity to elude the vigilance of the Britiſh Admiral.

* Appendix, Chap. II. No. 419.

A.D. 1801

There being no doubt but that Gantheaume's object was to throw succours into Egypt, the admiral lost no time in proceeding off that coast; and on the 20th of April he joined Lord Keith off Alexandria.

On the 5th of May, the Speedy brig, of 14 guns, and 54 men, commanded by Captain Lord Cochrane, being off Barcelona, fell in with, and after a short chace, engaged a Spanish polacre xebec, the latter carrying in force inside. Lord Cochrane resolved to decide the contest by boarding; which he did in a most intrepid and resolute manner: he performed it, at the head of his whole crew. Such was the impetuosity of the attack, that the spaniards flew from their quarters and struck their colours. She proved to be the Gamo, of 32 guns, 22 long twelve pounders, 8 nines, and two heavy carronades, manned with 319 men, commanded by Don Francisco de Torres, who, with 14 of his men, were killed, and 41 wounded.

In this unequal and truly meritorious conflict, which may be ranked amongst the most brilliant of the single actions fought this war: the Speedy had three killed, and eight wounded; among the latter, Lieutenant Parker, both by musketry and the sword.*

Captain Thomas Rogers, of his Majesty's ship Mercury, being on a cruize in the Adriatic, having received intelligence that his Majesty's late sloop Bull Dog, was laying in the Mole at Ancona ready for sea, with supplies on board for the French army in Egypt, immediately proceeded off that port, in order to attempt to take or destroy her.

On the evening of the 26th of May, he anchored after it was dark, off the Mole, the fortifications about which were too strong for him to adopt any other mode of attack than by that with his boats; and as the enemy were not aware of his being in the Adriatic, he had hopes by this means, to carry her by surprize. At half past ten at night the boats put off from the ship, under the command of Mr. Mather, the first lieutenant; the boats rowed in, boarded and carried the Bull Dog about midnight, unperceived by the centinels.

* In June this year was fought the action with the French gun-boats, under M. Perrée, in which Lord Cochrane, at his present time, was [illegible]

The

The alarm was, however, immediately given along the Mole, to which the ship's stern was secured by the two ends of a bower cable, and three cables out a head; these were soon cut by the people appointed for that purpose, and the boats began to tow her off, exposed to a heavy fire of cannon and musketry from the Mole; a light but favourable breeze enabled them to set the sails, and in less than an hour the ship got without reach of the batteries, and was completely in their possession; but unfortunately it fell calm, and the current setting her along the coast near the shore, a crowd of boats (some of which were gun boats,) filled with men, came out to attack her: Mr. Mather now found his situation extremely critical, having the hatchways to guard to prevent the enemy rising from below, the boat's crews fatigued with rowing all night, and the gun-boats fast approaching and firing on her. He had therefore the mortification of feeling himself obliged to relinquish his prize, after being in possession of her above two hours, and having failed in several attempts before he could succeed, to set her on fire. A.D. 1801

The moment Captain Rogers perceived the Bull Dog out of the Mole, he got under weigh with the Mercury, in order to support her; but the calm rendered his exertions unavailing, as the current had driven the Bull Dog to a considerable distance, and the enemy towed her back to the Mole.

In this unsuccessful, though most gallant enterprize, only two men were killed, and four wounded: on the side of the enemy, above twenty were killed, wounded, and drowned.

On the 9th of June, Captain Pulling, in the Kangaroo sloop of war, in company with the Speedy, Capt. Lord Cochrane, in a most gallant and intrepid manner attacked a Spanish convoy of twelve vessels, which had anchored under the protection of a strong battery, in the bay of Oropeto, mounted with twelve guns, a corvette of 20 guns, and three gun boats. Both the corvette and battery kept a hot fire of the enemy, and continued for [illegible] hours, which was returned with great briskness until two o'clock in the afternoon, when it completely drove them, and again commenced, encouraged by a fresh [illegible] 12 [illegible] that came to their assistance from [illegible] and sooner and one of the gun boats [illegible] another

Other

A.D. 1801 another gun-boat ſhared the ſame fate. The battery, with the remaining gun-boats, aſſiſted by three in the Offing, continued to annoy the brigs on both ſides, till about half paſt ſix, when the fire of the whole ſlackened. The Kangaroo inſtantly cut her cables, and ran nearer to the tower, upon which the gun-boats in the Offing fled, and by ſeven the battery was ſilenced. A heavy fire of muſketry continued to annoy them in different directions till midnight, during which time the boats of the brigs were employed cutting out ſuch veſſels as were afloat, theſe were only three brigs laden with wine, rice, and bread, which were brought off, the remainder were either ſunk or driven on ſhore.

In performing this gallant exploit, only Mr. Thomas Taylor, midſhipman of the Kangaroo, was killed; Lieutenants Foulerton and Thompſon, with eight men, wounded.

The Speedy, although ſhe had an equal ſhare in the attack, had not a man hurt.

The preceding day Lord Cochrane landed, and blew up the tower of Alymanara, mounted with 2 braſs 4 pounders.

At a court-martial aſſembled on board his Majeſty's ſhip off Alexandria, on Tueſday the 17th day of June, 1801—preſent, Sir R. Bickerton, Bart. rear admiral of the white, and ſenior officer in the command of his Majeſty's ſhips and veſſels before Alexandria, preſident.

Capt. Hon. A. Cochrane,	Capt. G. Louis,
—— George Martin	—— Sir W. S. Smith,
—— John Elphinſtone	—— William Hope,
—— Hon. H. Blackwood,	—— John Clarke Searle,
—— Robert Campbell,	—— John Larmour.

The Court, purſuant to an order from the Right Hon. Lord Keith, K. B. Admiral of the Blue, and commander in chief of his Majeſty's ſhips and veſſels in the Mediterranean, dated the 7th day of June, 1801, and addreſſed to Sir Richard Bickerton, Bart. Rear Admiral of the White, &c. proceeded to enquire into the circumſtances of the mutiny on board his Majeſty's late ketch the Albanaiſe, on the night of the 23d of November, 1800, when ſhe was carried into the port of Malaga, and to try Captain Newcombe and his officers for their conduct on that occaſion: and the Court having heard the evidence of the officers called on, (except that of Lieutenant William Proſſer Kent, late of the Albanaiſe,) and having maturely and deliberately weighed

weighed and conſidered the whole, are of opinion, that the A. D.
capture of his Majeſty's late ketch the Albanaiſe, was oc- 1801
caſioned by a mutiny of the major part of the crew of the ſaid veſſel (many of whom were foreigners) who roſe upon the officers on the evening of the 23d of November laſt, and having obtained poſſeſſion of the veſſel, carried her into a Spaniſh port: that the conduct of Captain Newcombe on firſt diſcovering the intention of the mutineers, was highly ſpirited and officer like, having reſiſted until wounded and overpowered; that Mr. Lewyn, the gunner, was active in obeying his captain's orders, until he was badly wounded; that the other officers being ſurpriſed and prevented from coming upon deck, were incapable of reſiſtance; the Court doth therefore honourably acquit Captain Newcombe of all blame on account of the loſs of the ſaid ſloop; doth highly approve of the conduct of Mr. Lewyn, the gunner; and doth acquit the other officers, and they are hereby ſo honourably acquitted accordingly: and the Court having reaſon to believe that Mr. John Tyrroll, maſter's mate of the Albanaiſe, although abſent in a prize at the time of the mutiny, was privy to the intention, and did not reveal it; and that Alexander M'Kieven and Thomas Parſons were ſeen armed, doth recommend a future enquiry into their conduct: and Lieutenant William Proſſer Kent having, in the courſe of the trial, refuſed to give his evidence upon oath, from miſtaken religious motives, the court is of opinion that he is unfit to hold a commiſſion in his Majeſty's ſervice.*

"Signed) J. D. Boyes.
"Officiating Judge Advocate."

On the 19th of June, Captain Benjamin Hallowell, in his Majeſty's ſhip Swiftſure, of 74 guns, received intelligence from Lieutenant Sheppard, of the Pigmy cutter, that four French ſhips of the line and a frigate had anchored on the coaſt near Duraſſo, with an intention to throw a reinforcement into Alexandria; and that on the appearance of ſome ſhips in the Offing, they had cut their cables and put to ſea on the 7th.

* In the number, Jackſon, one of the principal mutineers, and who was appointed to command the Albanaiſe, was apprehended in London, and on Sheerneſs, tried by a court-martial, condemned to death, and executed.

Captain

A. D. 1801 Captain Hallowell, had under his convoy, at this time, three cartels with French prisoners on board, three light transports, and a ship with army invalids, which he had been directed by Lord Keith to cleer to Malta; but considering, from the information he had received, that it would be of much more importance for him to join the squadron under Sir John Warren, especially as his orders from Lord Keith respecting his convoy were discretional; he therefore directed them to proceed to their place of destination, and made sail himself to reinforce the admiral at Malta.

At half past three in the morning of the 24th, three large ships were seen to leeward; as the day broke, five were discovered close together, and that they consisted of four sail of the line and a large frigate. Captain Hallowell, convinced that this was the enemy's squadron of which he had had information, made sail from them. The enemy instantly chased, and from their great superiority of sailing, two of the line of battle ships and a frigate were nearly within gun shot by two in the afternoon. Captain Hallowell observing that the ships a-stern were coming fast up, determined to bear down and engage the two ships and frigate to leeward, hoping to disable one of them before the whole squadron could be brought into action, and thereby effect his escape by getting to leeward of them. For this purpose, at three o'clock he bore up with all sail set, steering to pass a-stern of the sternmost ship, when the enemy tacked and stood towards the Swiftsure. At half past three, the Intrepide, of 80 guns, bearing the flag of Rear Admiral Gantheaume) and the Dix Août, of 74, being in close order, and within half gun shot, opened their fire, which was instantly returned, and a spirited action ensued.

The superior rate of sailing of the enemy precluded all possibility of Captain Hallowell's making his escape, as they constantly baffled every effort he could make to get to leeward for that purpose.

The action was maintained with great bravery till 37 minutes past four, when the Jean Bart, and Constitution, ran foul of each other, being each in gun shot on the Swiftsure's starboard quarter, and both flying very fast, the Intrepide almost on board of them on the larboard bow, and the Dix Août astern; the Swiftsure's mizen mast, main yard, and quarter, the ship almost a complete wreck, without the most distant prospect of either escaping

or receiving fuccour, Captain Hallowell finding any further reſiſtance would only be ſacrificing the lives of his brave men, came to the painful reſolution of ordering the King's colours to be ſtruck.

In this unequal conteſt, the Swiftſure had only two men killed; Lieutenant Davis, and ſeven wounded. She was at the commencement of the action, 86 men ſhort of complement, and 59 unfit for duty.

Captain Hallowell, in his public letter, ſpeaks of the handſome manner in which himſelf and officers were treated by Admiral Gantheaume, and the officers of his ſquadron.

The loſs ſuſtained by the enemy will be ſeen by their own account, as here ſtated.

French Account of the Capture of the SWIFTSURE.

Paris, July 23.

"On the 5th Meſſidor, (June 24th) Admiral Gantheaume being in the paſſage between Candia and Egypt, diſcovered at break of day a ſhip of war, and made ſignal for a general chace. The ſailing of the fleet was much ſuperior to that of this veſſel. At five o'clock in the evening, the was declared to be an Engliſh ſhip of 74 guns. Deſpairing of making her eſcape, ſhe attempted to go before the wind, and chooſe the moſt favourable, by the diſpoſition made for the chace, the ſhips of the French ſquadron were much ſeparated from each other. Setting all her ſails, ſhe ran before the wind, attempting to make her eſcape by maintaining a running fight againſt the French ſquadron; but the Indiviſible and Le Dix Aout got within reach of her, and began the engagement at the diſtance of 600 toiſes, then within muſket ſhot; and after an action, maintained with great ſpirit for an hour, the Engliſh ſhip was obliged to ſurrender. She proves to be the Swiftſure, one of the fineſt veſſels in Lord Keith's ſquadron. The Indiviſible and the Dix Aout have experienced very inconſiderable damage; the Indiviſible has loſt only four men in battle and wounded; the Dix Aout has ſix men killed and ſeventeen wounded. Admiral Gantheaume drew detachments of ſailors from different ſhips in his ſquadron, of which he formed a crew for the Swiftſure, which he has ſucceeded in putting in a ſituation fit for ſea."

On

A.D. 1801 On the 23d of June, the boats of the Mercury and El Corfo, under the command of Lieutenant Mather, boarded, and in a moft gallant manner brought off, a pirate called the Tigre, of eight guns and 60 men, which had taken fhelter among the rocks in the Tumire iflands, in the Adriatic, and had committed great depredations on the trade in thefe feas. The crew got on fhore and poited themfelves, armed with a four pounder and muiketry, on a commanding hill, from whence they were foon diflodged by Lieutenant Wilfon, and his party of marines, who made feveral prifoners, and maintained his poffition, whilft the feamen have cleared off the rocks. This fervice was performed without the lofs of a man.

The fquadron* under the command of Rear Admiral Sir James Saumarez, continued to cruize off Cadiz until the 5th of July, on which day the admiral having received intelligence that three French line of battle fhips and a frigate had been feen from Gibraltar, and had anchored off Algeziras, and only made fail and ftood for the Straits. It being the admiral's intention, if practicable, to attack the enemy's fhips at anchor, he, for this purpofe, iffued the following memorandum:

"*Cæfar*, 5*th July*, 1801.

MEMORANDUM.

"If the Rear Admiral finds the enemy's fhips in a fituation to be attacked, the following is to be the order in which it is to be executed.

Venerable — To lead into the Bay, and pafs the enemy's fhips without coming to anchor.
Pompée — to anchor a-breaft of the inner fhip.
Audacious, Cæfar, Spencer, Hannibal — To anchor a-breaft of the enemy's fhips and batteries.

"The boats of the different fhips to be lowered down and armed, in readinefs to act where required.

"(Signed) JAMES SAUMAREZ."

On the morning of the 6th the fquadron opened Cabareta Point, and difcovered the enemy's fhips, which ap-

* Appendix, Chap. II. No. 420.

peared

peared to be warping close under the batteries. At half A.D.
past eight, the French ships opened their fire on the Vene- 1801
rable, which was led on, in a most gallant manner by Captain Hood; but the wind failing, obliged him to anchor. The Pompee soon after brought up in her allotted station, and commenced a most tremendous fire on the French Admiral, in which she was soon supported by the Cæsar and Audacious. The action now became general, and a most furious cannonade was kept up both from the ships and the batteries.

The Spencer and Hannibal unfortunately being becalmed, anchored on the outside of the ships engaged; but a breeze springing up, the Hannibal got under sail, and Captain Ferris had formed the resolution of passing between the enemy's ships and the batteries; but unfortunately before he could succeed in this bold design, the ship took the ground close under one of the batteries; every possible effort was made to cover and get the Hannibal off; but she struck with such force that it was found impracticable. Captain Ferris made a most gallant and brave resistance against the incessant fire of not only the enemies batteries, but ships and gun boats: at length finding it impossible to save the king's ship, and for the preservation of the lives of the remainder of his brave crew, he was reduced to the necessity of ordering the colours to be struck.

The enemy's ships during the action continued to warp near the shore, by which they had considerably encreased the distance. Sir James Saumarez resolved to use every effort in his power, either to destroy or bring them off, ordered the cables to be cut, with a view to stand close in, but the uncertainty of the wind and a strong current made all his endeavours ineffectual.

After a most severe conflict of five hours he was compelled to draw his ships off and proceeded into Gibraltar Bay.

The loss sustained was extremely heavy, 121 being killed, 210 wounded, and 14 missing.*

That on the part of the enemy by their own account, was 368 killed, 124 wounded; the accuracy of this statement admits a doubt, as the well directed and incessant fire from the British ships must have made great slaughter both

* Annual Reg. Chron. II. 82.

in

A.D. 1801 [illegible] on board the ships; five Spanish gun [illegible] sunk in the action, and two damaged. See [illegible] of the action.

The French had so bad an opinion of the Spaniards standing to the batteries, that General Devaux was landed with a strong detachment of troops to man the guns.

The Honourable Captain Dundas, of the Palacre, Calpe, with two gun vessels, and some boats from the transports, came out from Gibraltar to the assistance of of the squadron, and by his spirited conduct was of much service.

The ships having arrived at their anchorage, Sir James Saumarez issued the following memorandum to the squadron, viz.

MEMORANDUM.

"*Cæsar, Rosia Bay, Gibraltar,*

6th July, 1801.

"Rear Admiral Sir James Saumarez desires to express in the strongest terms, the high sense he entertains of the gallantry and valiant conduct of all the captains, officers, and men belonging to the squadron under his orders, in the attack made this day on the enemy's ships and batteries.

"And although the result has not proved so successful as expectations had formed, he trusts the glory they have acquired on this occasion will ever be acknowledged by their country.

(Signed) "JAMES SAUMAREZ."

"To the respective Captains."

On the morning of the 7th, Captain Brenton was sent with a flag of truce to Algeziras Bay, to endeavour to effect an exchange of Captain Ferris, the officers and men, who had unfortunately fallen into the hands of the enemy. After some little correspondence between Mr. Linois, the French Admiral, and Sir James Saumarez, this desirable end was so far attained, as to permit Captain Ferris, with all his officers and wounded men, to be sent away on their parole; by the same opportunity Captain Lord Cochrane, and the officers of his Majesty's brig Speedy, that had been taken by the French squadron, were liberated.

The

The following are the accounts given by the French and Spaniards of the above action. A.D. 1801

French account, from the Official Paper the Moniteur.

Paris, July 11.

"Rear Admiral Linois, with three ships of the line, namely, the Formidable, Captain Lolinat, and Indefatigable, Captain Calende, of 80 guns each; the Desaix of 74 guns, Captain Pallera; and the Mutine Brigate of 18 guns, Captain Marinieg; after having given chace to some English vessels, which cruized off the entrance of the road of Provence, appeared before Gibraltar the very moment when an English squadron of six ships of war arrived there. On the 4th of July, Rear Admiral Linois anchored in the Bay of Algezuras, where he expected to be attacked on the following morning. In the course of the night he landed the general of brigade Deveaux, with a detachment of troops, to man the batteries in the road. On the 5th, at eight o'clock in the morning, the cannonade commenced against the six English ships, which lost no time in coming within musquet shot of the French vessels. The action then became very warm. The two squadrons seemed equally animated with a determination to conquer. If the French squadron had any advantage in point of situation, the English had double their force, and several of their vessels carried 90 guns each. Already had the English ship the Hannibal of 74 guns, contrived to place herself between the French squadron and the three. It was now eleven o'clock A. M. and this proved the decisive moment. For two hours, the Formidable, the French admiral's ship, successfully opposed those English ships. One of the British squadron, which was singly engaged with a French vessel, struck her colours at three quarters past eleven. Immediately after, the Hannibal exposed to the fire of three French ships, which had room to decks, also struck her colours. About half past twelve, the English squadron cut their cables, and sailed away. The Hannibal was boarded by the Formidable: of 600 men who composed her crew, 300 were killed. The first English ship that struck her colours, was retaken by a great number of gun boats and other vessels sent out from Gibraltar.

"The

A.D. 1801 "This action covers the French arms with glory, and fhews what they are capable of accomplifhing. Rear Admiral Linois proceeded to Cadiz with the Hannibal, in order to repair her damages. We wait with impatience the return of the lofs fuftained by each fhip.

July 19th.

"The news of the naval victory was announced yefterday evening at the different theatres, by the following bulletin from the minifter of the interior, which was read to the audience.

"Three French fhips of the line and a frigate under the command of Rear Admiral Linois, were attacked on the 4th inftant by fix Englifh fail of the line and a frigate. The Engliih were completely beaten, and took refuge in Gibraltar, leaving in the poffeffion of the French, the Hannibal of 74 guns; another fhip of the line had ftruck, but was towed off by a great number of gun veffels, which had failed from Gibraltar to her relief.

July 23d.

"The fquadron of Rear Admiral Sir James Saumarez, which has been defeated by Rear Admiral Linois, was compofed of the Cæfar of 84 guns, the Spencer of 84, the Pompee 84, L'Audacieux of 74. The Hannibal has been taken; La Pompee had ftruck, and is rendered unfit for fervice; the Venerable has feveral large leaks. All the veffels have loft a part of their maits.

"Independent of the Hannibal, which was taken in the battle of Algeziras, two other Englifh fhips are rendered unfit for fervice; they reached Gibraltar, not without the greateft difficulty, having received fo much damage that they were no longer confidered to be fea-worthy, and were accordingly declared to be ufelefs; La Pompee is one of thefe two fhips; it was this veffel, which, in the middle of the action, had ftruck her flag. The three other veffels have fuffered confiderably, and were much aided in reaching Gibraltar, by the fupport of a great number of gun boats.

"The French Captain, Moncoufa, has been killed; he was one of the moft brave officers in the French navy.

"On the 19th Meffidor (July 8), the French fhips were

repaired

repaired. The Hannibal was manned with drafts from the other veſſels. A.D. 1801

"On the 20th (9th), Admiral Moreno, with five Spaniſh ſhips, and Rear Admiral Dumanoir, with ſeveral French ſhips, arrived before Algeziras, to join the ſquadron of Rear Admiral Linois, to tow away the Hannibal, and to proceed to Cadiz.

"Rear Admiral Linois, in the courſe of his cruize, took a great many Engliſh merchant veſſels and two brigs belonging to His Britannic Majeſty.

"Admiral Mazzaredo, commander at Cadiz, diſplayed much zeal and activity in diſpatching Admiral Moreno, and in ſending the French ſquadron at Algeziras every thing of which it ſtood in need."

Spaniſh account of the Attack off Algeziras.

"The diviſion of three French line of battle ſhips and one frigate, under the command of Rear Admiral Citizen Linois, that ſailed from the road of Toulon, the 25th of laſt June, deſtined for Cadiz, came in ſight of this ſtation and bay the 1ſt of July, and the Levant wind having ſailed them on entering the Straits, they cruized between the coaſt of Africa and that of Europe, in which cruize they captured the Engliſh brig of war the Speedy, of 16 guns, that was a Malton packet, and was conducting to Gibraltar as a prize, the merchant brig the Union, loaded with oil and proviſions. The continuation of the weſterly winds obliged the ſaid diviſion to come into this port on the 4th inſtant, at ſeven in the evening. From that moment, recollecting the deſperate attacks of the Engliſh at Alexandria and Copenhagen, we could not but expect that their ſquadron, which had been ſeen off Cadiz on the 3d inſtant, under the command of Rear Admiral Saumarez, would come and attack this diviſion.

"So it happened.—As ſoon as the Engliſh received intelligence where the French had anchored, they ſteered directly for the Straits, and on the 6th inſtant, at half paſt ſix in the morning, ſix Engliſh ſhips doubled the Point of Carnero, and coming round the iſland of Algeziras, advanced in a line within half cannon ſhot of the French ſhips. The batteries of St. Garcia and the iſland, opened their fire upon the Engliſh, and afterwards the frigate and republican

A.D. 1801 ſhips. As ſoon as the Engliſh line came oppoſite to the French ſhips at anchor, they opened upon them an animated, bold, and unremitting fire. The Engliſh Admiral having placed himſelf againſt the French, and the Britiſh ſhip the Hannibal being under ſail, cannonaded furiouſly the French Admiral, who with ſuperior ſpirit and ſucceſs reſiſted them; inſomuch that having carried away the admiral's mizen maſt, and ſails of the main and fore maſts, with ſo ſmall damage in his hull, the commander of the Engliſh ſhip Hannibal deſpiſing the fire from the battery St. Jago puſhed on to his ſuccour, and intending to place the French admiral between two fires, by running between him and the ſhore, had the imprudence, being unacquainted with his poſition, to place himſelf within a quarter of gun ſhot of the battery, and run aground.

" He relieved his admiral, who after this went out of the action; but he loſt his own ſhip and crew, as the fire from the battery and French admiral diſabled him, and killed three parts of his ſhip's company.

" Until the inſtant of this ſhip's ſurrender, which might be about an hour after the retreat of the Engliſh admiral, the fire was conſtant upon the two French ſhips and the frigate, as well as the ſeven Spaniſh gun boats, the batteries of the iſland St. Garcia, St. Jago, La Almiranta and El Mirador, which as opportunity offered returned their fire. The battle laſted from half paſt eight o'clock in the morning, when the fort of St. Garcia opened its fire till two in the afternoon, when the laſt ſhot was fired from the French ſhip the Indomptable.

" The perſevering, active, and tremendous fire of the enemy, and that of the two nations (the French and Spaniſh) were only diſtinguiſhable by the prudence, ſkill, and greatneſs of ſoul, with which the allied chiefs directed theirs, and the audacity, temerity, and confuſion which were ſhewn in that of the Engliſh. The idea of this kind of fighting which we form from the account of the battles at Alexandria and Copenhagen, does not, in proportion to the numbers engaged, bear any compariſon with that of Algeziras, either in point of bloodineſs or obſtinacy. The Engliſh, after having left the glory and the field of battle to the two nations, covered with flame, and taught by dear bought experience, have only given an unequivocal proof

of

of their inveterate and impolitic hatred to France and Spain, A.D. 1801
ſince, not being able to obtain any advantage over the French and Spaniſh forces, they directed their fire againſt an inoffenſive town, which received no ſmall damage in its buildings. This is the only glory which the arms of Great Britain have to boaſt of.

N. B. The Pompee was towed out of the action by eight boats, who came to her ſuccour from the garriſon; ſhe was kept a-float by casks, as otherwiſe ſhe could not have been brought in.

DETAILED INTELLIGENCE.

Ships of the French Republic which ſuſtained the Attack.

Formidable	84	Citizen Linois	killed.
Deſſaix	74	Monconſa	
L'Indomptable	84	La Londe	

Frigate

La Mairon	36	Martinenq.

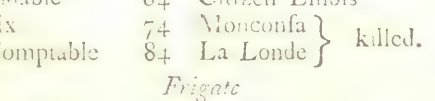
Five Spaniſh gun boats ſunk, and two damaged.

Killed in the French ſhips -	306
Wounded in ditto, from 270 to	280

Admiral Moreno's orders to his Fleet, on the 11th of July, 1801.

"Orders of ſailing to be obſerved by the ſhips in my charge, on their paſſage through the Straits of Gibraltar.

"The three French ſhips under the command of Rear Admiral Linois, will form the vanguard with the line abreaſt. The ſix ſhips under my charge will follow a-ſtern of theſe, likewiſe formed in line a-breaſt, endeavouring as much as poſſible to keep oppoſite to the intervals of the French ſhips, ſo as not to impede their fire, according to the following diſpoſition.



"In caſe the enemy ſhould attempt to follow and attack the combined ſquadron in the rear, beſides the continual

A. D. 1801 fire which we ought to make from the ſtern chacers, chiefly with a view to deſtroy the enemy's rigging; the ſquadron will form the line a-head, either with their heads to the Spaniſh coaſt, or to that of Africa, as will be determined by a ſignal from the admiral. And in order that this may be the more ſimple, in that caſe he will only ſhew the ſignal for the courſe, at the entire lowering of which the movements muſt uniformly be made. As the operation from their local ſituation, cannot naturally be of long duration, conſequently, either by hailing (if near enough) or by a ſignal to preſerve the courſe, the ſquadron will proceed to form again the line a-breaſt as formerly.

"It is of the utmoſt importance that the fire from none of the ſhips ſhould interfere, or be embarraſſed with that of others in this ſquadron, nor to leave the three French ſhips in the rear.

"As ſoon as the French ſhip gets under ſail, all thoſe in my charge, will do the ſame, following the attack of each other, always obſerving to keep at a ſhort diſtance from the French ſhips to weather the point of Carnero, in order that if the enemy ſhould get under ſail, and find themſelves in a ſituation of offering battle to our ſquadron before it is formed in the Straits with the line a-breaſt, as above directed, we may engage them with advantage. Conſequently, the leaſt inattention or delay may produce the moſt unfortunate conſequences. I thank the captains of the ſhips which I have the honour of commanding are fully perſuaded of this truth, and therefore I depend upon its efficacy; and I flatter myſelf, that they are convinced every thing will be performed on my part, which can be inſpired by my wiſh, to add to the glory of his Majeſty's arms, that of our corps in particular, and of the nation in general.

Line of Battle in the natural order.

2d Squadron.
- St. Ferdinand.
- St. Antonio
- Hermenegild.

1ſt Squadron.
- Formidable—a French frigate.
- Royal Charles—frigate, the Sabina.
- Indomptable—cutter, Vautour.

3d Squa-

A D 1801

3d ſquadron { Argonauta, Deſſaix, St. Auguſtin.

A very eſſential caution.

A red pendant under any other ſignal, ſignifies that the ſignal above is directed only to the French ſhips under the command of M. de Linois.

" On board the Real Carlos, in the Bay of Algeſiras, July 11, 1801.

" JUAN JOAQUIN MORENO."

Another Spaniſh Account of the Attack at Algeſiras, from the Madrid Gazette Extraordinary.

" MERIDA, *July* 10*th*.

" The general commandant of the camp at St. Roque, in a diſpatch of the 6th inſtant, tranſmitted by a courier extraordinary, communicates intelligence of an action which has been fought between ſix ſail of the line, and other veſſels of war belonging to the Engliſh, and the French ſquadron of three ſhips of the line and one frigate, lying at anchor in the harbour of Algeſiras, and of the glorious reſult which has taken place for his Majeſty's arms, and thoſe of the Republic, his ally. About eight in the morning of that day (*viz.* the 6th) there were ſeen coming out of Gibraltar one ſhip of 84 guns, five of 74, a lugger of 16, and another of 10, a polacre of 10, two armed gun launches, and 14 boats. This force, under the command of a rear-admiral, ſtood in towards Algeſiras for the purpoſe of attacking the French ſquadron then anchored in that port, and which, as has been already ſtated, conſiſted of three ſail of the line and one frigate. The commanders of this ſquadron being aware of the enemy's intention, made their diſpoſitions for defence, placing themſelves as well as they were able, under the cover of our batteries, and waiting in this poſition for his approach. The action commenced at three: it was very obſtinate and bloody upon both ſides, and leſſened on the part of our batteries, which decided the fate of the day. The action was continued till two in the afternoon, at which hour the Engliſh drew off, with the loſs of one ſhip of the line, taking in tow another which was diſmantled and damaged in the hull, and having ſuffered very

A.D. 1801 great loſs and damage in the reſt of their veſſels. Their loſs in men muſt have been conſiderable, as it is certain there was a great number killed and wounded on board of all the ſhips. The French alſo have been equal ſufferers; the killed and wounded of their ſquadron being eſtimated at 800: that of our troops has been leſs; out of the whole, only the Royal regiment of Ronda has loſt 11 men. The fire of our batteries was ſo hot and well ſupported, that the enemy ſuffered moſt from them; and particularly it is to that of St. Jago we owe the capture of the Spaniſh ſhip, for her bold manœuvre of attempting to paſs between the French rear admiral's ſhip the Formidable, and the ſhore, made her take ground, and notwithſtanding the utmoſt exertion to put her afloat, it being found impoſſible to move her, the fire from the battery very ſoon diſmantled her, and compelled her to ſtrike. The French veſſels and our batteries have likewiſe received a good deal of damage; but they are already in a courſe of repair, and the moſt active diſpoſitions are making in order to cauſe the enemy to repent, ſhould he have any intention of renewing the action with troops ſo animated and well conducted, as ours and the French have proved themſelves in the engagement of the 6th."

The greateſt exertions were made to get the ſquadron in readineſs for ſea; the Cæſar and Pompée, whoſe lower maſts were much diſabled, were warped into the Mole. The admiral having left the Superb and Thames off Cadiz to watch the motions of the Spaniſh fleet, were obſerved on the afternoon of the 8th, to be ſtanding into Gibraltar Bay, with the ſignal flying of an enemy being in ſight; and ſhortly after a Spaniſh ſquadron, conſiſting of five ſail of the line and three frigates, made their appearance, ſtood in and anchored off Algeziras; on the next day they were joined by a French ſhip of the line, carrying a broad pendant.*

The Cæſar not being in a ſtate to haul out of the Mole, Sir James Saumarez ſhifted his flag to the Audacious. The exertions of the officers and men were now redoubled in getting the ſhips ready to meet the enemy whenever they might put to ſea. Such was the indefatigable zeal and ar-

* Appendix, Chap. II. No. 421.

dour displayed by these brave fellows on the occasion, that they worked the whole night, especially on board the Cæsar. On the 12th, the admiral received a message from Governor O'Hara, to say, he had heard it was the enemy's intention to put to sea that evening. Upon which he instantly issued the following memorandum to his squadron, and shifted his flag to the Cæsar. A.D. 1801

"*Cæsar, Gibraltar Mole, July 12th*, 1801.

"MEMORANDUM.

"Rear Admiral Sir James Saumarez has received information that the enemy's ships intend putting to sea this evening, or the first favourable opportunity afterwards; he therefore hopes every ship will use all possible dispatch in getting ready for service, and be prepared to engage the enemy, should they attempt to sail.

"Signed) JAMES SAUMAREZ."

At noon on the same day the enemy's squadron was observed to be under sail with a strong easterly wind.

Not a moment was now lost in getting the Cæsar out of the Mole, and the rest of the ships ready, to pursue the enemy; this, by the alacrity of the officers and men, was accomplished, and the whole under weigh before four o'clock in the afternoon, except the Portée, which had not time to take in her masts; some of whose men, finding their own ship would not be ready to partake in the battle, concealed themselves on board the other ships; even many of those who had been wounded in the late engagement, and were at the hospital, hired a boat, went off, and requested to be taken on board the Cæsar.

It was late in the evening before the enemy's ships could clear Cabareta Point. At eight the rear admiral bore up and stood after them, directing Captain Keats, who, in the Superb, was stationed a-head of the Cæsar, to make sail and attack the sternmost ships in the enemy's rear, using his endeavours to keep between them and the shore.

Captain Keats performed this service in the handsomest manner; at eleven o'clock he got within three cables length a-breast of a Spanish three-decker, and opened a tremendous fire upon her, which had so good an effect, that the shot passing over her, and striking two others which were in a line a-breast with her; they commenced firing on each

A.D. 1801 other; in a quarter of an hour Captain Keats perceived the ſhip he was engaging to be on fire, upon which he quitted her, and proceeded on to the next a head. The Cæſar at this time coming up, and preparing to engage, obſerved one of the enemy's ſhips to be in flames; and ſhortly after ſhe ran on board of another ſhip to leeward, to which the fire communicated, and they were ſoon both in a blaze, exhibiting a moſt awful and melancholy ſpectacle.

The wind at this time blowing extremely hard, and the ſituation of the two ſquadrons, precluded all poſſibility of rendering theſe miſerable people the leaſt aſſiſtance. In about half an hour after the Cæſar paſſed them; theſe two ſhips, of 112 guns each, blew up, by which 2500 ſouls were launched into eternity.

The Superb had brought to action another of the enemy's ſhips, which, after a ſhort but ſmart conteſt, on the Cæſar's coming up, ſtruck, and proved to be the St. Antoine, of 74 guns, and 730 men, commanded by the chef de diviſion Le Roy; ſhe was a Spaniſh ſhip lately ceded to the French, under the colours of which nation ſhe fought with a broad pendant.

The admiral continued the purſuit all night: at day-light the Venerable was obſerved at no great diſtance from the French Formidable, which ſhip was ſtanding towards the ſhoals of Cordi. Captain Hood immediately gave chace, and ſoon brought her to action, which was moſt warmly with great ſpirit and bravery; he had nearly diſmaſted the enemy, when the Venerable's main maſt was ſhot away, and ſoon after ſhe ſtruck upon one of the ſhoals, and was obliged to cut away the remaining maſts to ſave the ſhip.

During the action, the Cæſar, Spencer, and Thames were becalmed; the Frenchman fortunately got a light breeze, and effected his eſcape into Cadiz.

The loſs ſuſtained amounted on board the Venerable to 18 killed; amongſt the number, Mr. John Williams, the maſter: and 87 wounded; in theſe, were Lieutenant Thomas Church; Mr. John Snell, the boatſwain; Meſſrs. Morley and Pardoe, midſhip men.

On board the Superb, Lieutenant E. Waller; and 14 ſeamen and marines wounded.

As the enemy ſhewed no diſpoſition to renew the conteſt; and Sir James Saumarez having only three effective ſhips to oppoſe to eight, he diſcontinued the purſuit, and re-

pared to Gibraltar with the diſabled ſhips and prize, leaving the Spencer, Audacious, and Thames, to cruize for the protection of the trade, and to watch the enemy's motions who had entered Cadiz. A. D. 1801

On the arrival of the ſquadron at Gibraltar, the admiral iſſued the following memorandum to the fleet.

" MEMORANDUM.

" *Caeſar, Roſia Bay, July* 15, 1801.

" Rear Admiral Sir James Saumarez has the happineſs to offer his moſt heartfelt congratulations to the captains, officers, and men of the ſhips he has the honour to command, on the ſignal ſucceſs with which it has pleaſed Almighty God to crown their zealous exertions in the ſervice of their country.

" To the diſcipline and valour of Britiſh ſeamen is to be aſcribed their great ſuperiority over the enemy, who, although more than treble the force of the Engliſh ſquadron in number of guns and weight of metal, have been ſo ſingularly defeated.

" The rear admiral has not failed to tranſmit, in his late diſpatches, a report of the unparalleled exertions of all the officers and men in refitting his Majeſty's ſhips after the battle of Algeſiras, (where their conduct and bravery were equally conſpicuous,) which has led to the late glorious ſucceſs.

" (Signed) JAMES SAUMAREZ."

Sir James Saumarez, immediately after the defeat of the enemy's ſquadron, diſpatched Lieutenant Dumareſq to England in the Louis, a brig, with the news of this important event. On his arrival in England, Mr. Dumareſq was promoted to the rank of maſter and commander.

The thanks of parliament were voted to the admiral, officers, and men, for the ſervices they had rendered their country. On the 5th of September following, Sir James Saumarez was nominated a knight of the Bath, and inveſted with the order by Governor O'Hara, appointed commiſſioner upon this occaſion, at Gibraltar, on the 17th of November.

The city of London alſo voted the freedom of the city and a handſome ſword, to be preſented to the rear admiral,

The

A.D. 1801

The French Account of the above Action.

" *Cadiz, July* 16.

" Citizen Minister,

" General Moreno has returned into harbour. General Linois will give you an account of the ſailing and paſſage of the ſquadron. I ſhall only mention to you the chagrin which I have experienced at not ſeeing the French ſhip the St. Antonio, and the two three deckers, the Real Carlos, and the Hermanegilda. A marine, ſaved with 45 men from the Real Carlos, has informed us, that about midnight, the ſquadron having been attacked by the Engliſh, the Real Carlos and the Hermanegilda took each other for enemies.

" A very ſmart engagement enſued, the two veſſels being nearly foul of each other; a fire broke out on board the Real Carlos, which ſoon blew up, and ſet fire to the Hermanegilda, which ſhared the ſame fate. The St. Antonio, in conſequence of her ſtation, was near the latter veſſel, and this ſtation gave me the greateſt uneaſineſs: yet I have been aſſured that there were only two exploſions. I have reaſon to conclude, that in order to get at a diſtance from the conflagration, Captain Lenny proceeded towards the coaſt of Africa, where the calms and currents carried him away from the ſquadron, which at break of day was ſix leagues to the weſt of Cadiz. The day before yeſterday three Britiſh ſhips were deſcried from the coaſt, and a French ſhip in the Streight, but the latter did not appear to be captured. This may give us ſome hope, if the ſignals are correct. Nothing remains to me but uncertainty, with a great deal of fear, and I do not know what opinion to entertain.

" After having ſpoken of our loſſes, it gives me great pleaſure to relate to you the new glory with which Le Formidable, commanded by Captain Troude, has been covered. During the night cannonade, in the middle of the Streight, this ſhip received the fire of her friends and enemies; but with intrepid coolneſs, the captain would not return the fire, leſt he ſhould increaſe the diſorder; and keeping cloſe to the Spaniſh coaſt, he retired from the combatants: he was followed by a diviſion of the Britiſh fleet of three ſhips and a frigate; and at break of day, being in ſight of Cadiz, and five leagues diſtant from the ſquadron, he

he was attacked by three ſhips, with which he was engaged half an hour, and obliged two of them to retire; the third endeavoured to attack Le Formidable on the quarter, while the frigate cannonaded her in the ſtern. But, notwithſtanding the bad ſtate of his maſts, Captain Troude approached within muſket ſhot of the Britiſh ſhip the Pompée, which having loſt her main maſt, after an engagement of an hour and a half, made haſte to get away, being taken in tow by the frigate; ſome time after both her other maſts came down, and the veſſel had the appearance of having yielded, but as the two other ſhips and the frigate were at a ſhort diſtance, Captain Troude would not take poſſeſſion of her; he expected to be attacked again. The enemy, diſconcerted both in their fire and their bravery, ſuffered him quietly to purſue his courſe. A.D. 1801

"This engagement took place in ſight of all Cadiz, and the glorious reſult of a combat ſo unequal, by covering our arms with glory, has filled the hearts of the Spaniards with the utmoſt degree of enthuſiaſm. Le Formidable was ſcarcely repaired after the battle of Algeſiras on the 6th; top-gallant-maſts ſerved as top-maſts; but in this deranged ſtate, the brave Troude, inſtead of flying from the enemy, who might have captured him without firing a ſhot offered them battle, as by this manœuvre, as prudent as bold, he firſt extricated himſelf from the two ſhips, which he greatly damaged, and at laſt totally diſmantled the Pompée, which fought him bravely for an hour and a half. The combined ſquadron was at that time becalmed at the diſtance of five leagues. I expected to ſee it, on the breeze ſpringing up, come to take poſſeſſion of this veſſel, and give chace to, or capture the four Britiſh ſhips which were in ſight; but I was far from having any idea of the miſfortune which befel the two three-decks, which, without doubt, occaſioned the ſeparation of the St. Antonio, and in the evening the ſquadron came to anchor.

"Rear Admiral Magon was exceedingly ſorry that he was not on board Le Formidable, but he did not think proper to reſiſt the earneſt ſolicitations of General Moreno, who induced him to go on board his frigate, that they might better concert their operations.

"My reſpectful ſalutations,

"(Signed) DUMANOIR LE PELLEY."

Rear

A.D. 1801

Rear Admiral Linois's Letter to the Minister of the Marine, giving an account of the action.

"On the 9th of July, a Spaniſh diviſion conſiſting of ſix ſail of the line and three frigates, arrived at Algeziras from Cadiz, under the command of his Excellency Lieutenant General Moreno, in order to raiſe the blockade of four ſail of the line and one frigate, which were under my orders, and to favour their eſcape to Cadiz. That officer accordingly gave me every aſſiſtance in his power, in order to put my ſhips in a condition to put to ſea, and to tow them out, in order to enable them to ſet ſail. Our labour was continued day and night. General Moreno made his ſquadron anchor in a line N. E. and S. W. On the 12th, there was a tolerable freſh eaſt wind, and it was determined to ſet ſail at one o'clock in the afternoon on account of the tide. The ſignal being given at that hour, the fleet ſet ſail, the Spaniſh ſquadron being to windward of ours. The frigate L'Indienne towed the Hannibal, which we were ſorry to perceive made very little way.

"The calm which we experienced under Gibraltar, neceſſarily deranged the regularity of our order; while the enemy having a briſk gale at eaſt, ſailed from Gibraltar with five ſail of the line, a frigate, a brig, and a Portuguese frigate, and formed in order of battle. As ſoon as the Engliſh admiral had paſſed Europa Point, he made a ſignal, and immediately we ſaw to windward ſix ſail, of which two had three maſts. I was then with M. de Moreno on board the Sabina frigate. At ſun-ſet, the two ſail ſhips of our line with difficulty doubled the Cape Carnero. Three only remained with the Hannibal, which was under jury maſts, and which conſequently could not carry much ſail. Night was coming on, and it was neceſſary to determine to return to our anchorage, which might afford the enemy an opportunity of attacking us before we took a poſition. At all events, every delay was dangerous, for the reinforcements which the enemy expected, might arrive every moment. The breeze from the eaſt becoming ſtronger, we were almoſt becalmed during the night. We determined to ſend the Hannibal back to Algeziras, and to paſs the Straits with the combined ſquadron. We then manœuvred ſo as to facilitate the arriving of two of our veſſels, which had fallen into the rear in conſequence of the calm. The three French veſſels which

which failed better than could have been expected, were in the van, and in that order it was propoſed to paſs the Strait. At eight o'clock the enemy ſhewed a diſpoſition to attack us. At nine we heard the reports of three cannon, and at the ſame time we ſaw fires at a conſiderable diſtance behind us. We preſumed it might be ſome of the enemy's veſſels making ſignals of their arrival. We congratulated ourſelves upon ſeeing our ſquadrons ſo well collected together, and ſailing ſo well, which made us confident that the deſign of the enemy would not ſucceed. At half paſt eleven the wind was conſiderably encreaſed. The night was very dark, and we heard a ſmart cannonade in the E. N. E. ſoon after we ſaw a conflagration, which made us apprehend that ſome of our veſſels, in firing their ſtern guns had taken fire, in conſequence of the force of the wind. We thought alſo that they might be fire ſhips belonging to the enemy. We put about for a moment, but the veſſel on the E. encroaching us, we continued our way, having ſtill a light at our main top-maſt head, as a ſignal for rallying. It could no longer be doubted but that the enemy had paſſed the Strait, and had got into our wake. The cannonade became pretty general, but the wind was too ſtrong to continue the action. We received ſeveral ſhots on board the frigate, which killed one man and wounded two. Several balls paſſed through our ſails. We took down the ſignal we had at our maſt-head, for fear that the enemy ſhould fall upon us. It was afterwards hoiſted, in order to collect our ſhips. We made ſail, directing our courſe to W. N. W. not chuſing to go more before the wind, leſt the wind, which was very ſtrong, ſhould carry away our maſts. We paſſed the night in the greateſt diſquietude, not knowing whether the veſſels which were in ſight, were not enemies. At length the day diſſipated part of our fears, and we found ourſelves in the rear of our fleet, with the exception of two ſhips of three decks, viz. the Hermenegilda, and the Royal Charles, the Formidable and the St. Antoine. The wind having fallen, it became impoſſible to go in ſearch of the veſſels which had paſſed. We were then ſix leagues weſt of Cadiz. At half paſt [illegible], the Dutch made a ſignal, that ſhe had ſprung a leak, and that the water had gained upon her ſo much as to extinguiſh the fires, and demanded aſſiſtance, which was granted. At one o'clock we heard an action in the eaſt,

A. D. 1801

A. D. 1801 and perceived a ſmoke. The wind being then from the S. E. we made the ſignal for the line of battle to be formed as quick as poſſible, without regard to places, in order to aſſiſt the veſſel which was engaged. At half paſt ſix the action ceaſed, and the moſt perfect calm ſucceeded. At eleven, the wind riſing again, we perceived four veſſels at a conſiderable diſtance from one another. We flattered ourſelves at firſt, that they were our ſhips; but we ſoon found by their manœuvres, that they were enemies. We alſo diſtinguiſhed the Formidable cloſe under the land, making the beſt of her way to Cadiz. We ſtood for the port, from which a felucca brought me a letter from the Captain of the Formidable, which had then anchored in the road of Cadiz, ſtating, that he had in the morning engaged two Engliſh ſhips of the line, and a frigate, and that one of the Engliſh ſhips had been completely diſmaſted, and had been towed away by the frigate. We then anchored in Cadiz.

"I muſt acknowledge the conſummate experience and talents of General Moreno, as well as the zeal and care which he diſplayed for the ſucceſs of his miſſion. If ſeparations have taken place, it muſt be attributed to the darkneſs of the night, and the neceſſity which there was of getting away from the veſſels, which were on fire. That officer upon hearing at Cadiz, of the deſtruction of two ſhips of his ſquadron, the Hermenegilda and the Royal Charles, was juſtly ſtruck with grief upon the occaſion. He had, by his wiſe inſtructions, provided againſt almoſt every poſſible caſe.

"I have ſince been informed, that the two Spaniſh veſſels which were deſtroyed, cannonaded and run foul of one another, each ſuppoſing the other to be an enemy. We are uncertain about the fate of the St. Antoine. The violence of the wind made it extremely dangerous to fire to windward.

(Signed) "Rear Admiral LINOIS."

"Dated in Cadiz harbour, 15th July,
on board the Formidable.

Report

A.D. 1801

Report of Captain Troude, Provisional Commander of Le Formidable, to Rear Admiral Linois.

"*Cadiz, July 15th*, 1801.

"Citizen General,

"I have the honour of communicating to you an account of the operations of Le Formidable, with the provisional command of which you entrusted me. Proud of the honourable charge to defend your flag, I endeavour to execute your orders with the most scrupulous exactness; I immediately repaired on board that vessel to assume the chief command, and I put to sea as soon as you made the signal.

"You observed as well as myself, the movements of the enemy's squadron which had retired to Gibraltar after the memorable battle on the 6th, at Algeziras. Seeing the enemy set sail at the same time as the combined squadrons and keeping to the windward of us at the distance of above a league, I endeavoured to follow exactly your manœuvres, and made all the sail possible to follow you, but the ship which I had the honour to command, having been absolutely disabled, having only jury masts and the lower sails, I could not make that way which I wished; during the darkness of the night a strong breeze broke the small top-gallant-mast which served me as a fore-top-mast, and every thing contributed to prevent me from following the combined squadron.

"About midnight I sustained the fire of five English ships which had come up with me; they fired red hot bullets. I escaped as fast as possible from the brisk cannonade which they maintained, hanging up the same lights as I observed them to have. I had only three men killed and two wounded; as I was very near the combined squadron, I resolved not to engage that I might avoid those fatal mistakes which too often take place in a night engagement. I was afraid, lest I should fire into some of our own vessels or that they might fire into mine, from which fatal accident must have resulted to the combined squadron: at one in the morning, not being able to observe or distinguish any more signals, I made for Cadiz, keeping close in with the Spanish coast, on a course N. or N. E. and by these means got to a distance from the squadron which were steering large in a western direction.

A:

A.D. 1801 "At break of day, I found myself attacked by four of the enemy's squadron, three ships and a frigate, which had purſued the ſame courſe; though totally diſabled and the crew fatigued, having had no reſt for three days, we returned their fire with courage; the frigate attacked us firſt, but a few ſhots well directed from our ſtern guns, made her abandon her object. The ſhip which followed approached us and kept up a brisk fire; we manœuvred to get into a better poſition; I ran cloſe to her till we were yard arm and yard arm, and maintained a terrible and well ſupported fire; after being engaged an hour and a half, ſhe was completely diſmaſted, making water in every part. The frigate which had attacked me in the ſtern, came immediately to her aſſiſtance; the other two veſſels finding it neceſſary to ſheer off after receiving ſome broadſides not without damage, joined the frigate and hoiſted out all their boats to ſave the crew of the other veſſel, and to take her in tow. they reſigned to me the field of battle and retired.

"I expected however another combat; we were determined to make the moſt vigorous defence, but as the enemy retired, and as I found myſelf in ſuch a ſituation as to be unable to purſue them, I reſolved to proceed to Cadiz, where I arrived at two in the afternoon.

"I ſhall not attempt to give you an account of particular inſtances of bravery; the two ſtaffs, the crew, and the troops who were paſſengers, vie with each other in covering themſelves with glory; for beſides the noble combat of the 6th, this laſt proves that the valour which animated the brave men I have the honour to command, was carried to a degree which it is difficult for me to deſcribe. Government will, no doubt, take the earlieſt opportunity of rewarding ſo much courage, and ſo great a devotion to reſtore the glory of the French navy. It would be juſt alſo, to indemnify them for the loſſes they have ſuſtained, their effects having been cut to pieces, and abſolutely deſtroyed.

"I have now, Citizen General, to communicate to you a very fatal relation. In the battle of this night, two of the ſhips which had been on me took fire and blew up. I ſuppoſed them to be Engliſh, preſuming that the fire had been occaſioned by the bombs they had on board for throwing their ſhells: but upon entering the harbour of Cadiz, I was aſtoniſhed to ſee were Spaniſh. The [illegible] boarded the commander of the veſſels, which I had juſtly

dreaded

dreaded. They fired on each other, and on my veſſel, at the moment when I formed the prudent reſolution of avoiding a combat in which I could not diſtinguiſh the enemy. The names of thoſe two veſſels are the San Carlos, and the Hermenegildo. A.D. 1801

"In a combat ſo obſtinate as that of this morning, and againſt ſo unequal a force, I am happy, in having to regret only 20 men killed, or ſeverely wounded.

"Accept, Citizen General, aſſurances of my zeal and moſt reſpectful devotion.

"(Signed) TROUDE."

On the 21ſt of July, the Paſley armed brig, commanded by Lieutenant W. Wooldridge, on his return from Minorca, fell in with a Spaniſh man of war xebec, of 22 guns, which, after an action within piſtol ſhot for an hour and a quarter, was perfectly ſilenced; but the enemy taking advantage of its being nearly calm, got out her ſweeps and rowed off, in ſpite of every exertion of Lieutenant Paſley to purſue her. In this conteſt, one man was killed, and two wounded.

On the 3d of Auguſt, the ſquadron of frigates cruizing under the orders of Captain Halſted, off the iſle of Elba, fell in with a large French frigate, eſcorting ſome ſmall veſſels laden with ammunition and ſtores for their army on that iſland. After a ſmart action of ten minutes, the frigate ſtruck to the Pomone, and proved to be La Carrere, of 40 guns, 26 eighteen pounders on the main deck, 12 eights on the quarter deck and forecaſtle, and two 36 pound carronades, manned with 356 men.

The Pomone had two killed; Lieutenant Charles Douglas, of the marines, who loſt his leg, and died ſoon after, with three men wounded.

On the 2d of September, at ſix o'clock in the morning, the ſquadron under Captain Halſted had the good fortune to diſcover two French frigates ſteering towards Leghorn, to which he gave chace. On the approach of the ſquadron, one of them was obſerved to have run a-ſhore off Vada, and ſtruck her colours without reſiſtance; ſhe was taken poſſeſſion of by the Pomone, and found to be his Majeſty's late ſhip Succeſs, which was got off without receiving any material damage.

A.D. 1801

Captain Cockburne, in the Minerve, went on in purſuit of the other, which was endeavouring to get into Leghorn Road, but the wind fortunately ſhifting, enabled the Minerve to get well up with the enemy before he could accompliſh his views; and after miſſing ſtays and attempting to wear, got on ſhore under the Santegnano battery, to the ſouthward of Leghorn, where her maſts ſoon went by the board, and the ſhip was totally loſt, having ſtruck her colours without making any reſiſtance. She proved to be La Bravoure, of 46 guns, and 283 men, commanded by M. Dordelin, who, with ſeveral of his officers, were made priſoners by the Minerve's boats.

On the 15th of September, Lord William Stuart, in the Champion, in a moſt gallant manner cut out from under the batteries of Gallipoli, his Majeſty's late ſloop Bull Dog, in the face of an inceſſant fire from the ſhip and fort.

The Champion had one man killed.

On the 28th of October, Lieutenant Wooldridge, commanding the Paſley hired armed brig, fell in with, off Cape de Gatt, and after a ſpirited action, carried, by boarding, the Spaniſh privateer Polacre El Virgine del Roſario, pierced for 20 guns, but only ten mounted, two long 24 pounders, and eight long twelves, with 94 men; of whom were killed, the firſt and ſecond captains, one lieutenant, and 18 men; and 13 wounded.

The Paſley, the gunner, and two men killed; Lieutenant Wooldridge, the maſter's mate, and five ſeamen wounded.

Mr. Woolridge was promoted to the rank of a commander, for his gallant behaviour.

Operations on the Coaſt of Egypt, taken from the Letters of Lord Keith, General Sir Ralph Abercrombie, K. B. Lieutenant General Hutchinſon, and Sir Sidney Smith.

On the 22d of February, the armament deſtined for the expedition to Egypt, ſailed from the harbour of Marmorice, and anchored in the bay of Aboukir on the 2d of March,* excepting the Turkiſh gun-boats and kaicks, all of which bore up for Macri, Cyprus, and other ports, during the prevalence of ſtrong weſterly winds which the fleet encountered on its paſſage. An unfortunate ſucceſſion

* Appendix, Chap. II. No. 422.

of

of ſtrong northerly gales, attended by a heavy ſwell, rendered it impoſſible to diſembark before the 8th. At two o'clock in the morning the boats began to receive the firſt diviſion of troops, conſiſting of the reſerve, under the command of Major General Moore; the brigade of guards, under the Hon. Major General Ludlow; and part of the firſt brigade, under Major General Coote. At three the ſignal was made for their proceeding to rendezvous near the Mendovi, anchored about a gun ſhot from the ſhore, where it had been determined that they were to be aſſembled and properly arranged; but ſuch was the extent of the anchorage occupied by ſo large a fleet, and ſo great the diſtance of many of them from any one given point, that it was not till nine the ſignal could be made for the boats to advance towards the ſhore. A.D. 1801

The whole line began to move with great celerity towards the beach, between the caſtle of Aboukir, and the entrance of the Sed, under the direction of the honourable Captain Cochrane, of the Ajax, aſſiſted by Captains Stevenſon, Scott, Larmour, Apthorpe, and Morriſon, of the navy, and the reſpective agents of tranſports, the right flank being protected by the Creulle cutter, and the Dangereuſe and Janiſſary gun veſſels; the left, by the Entreprenante cutter, Malta ſchooner, and Negreſs gun veſſel, with two armed launches of the fleet on each. A detachment of ſeamen was appointed to co-operate with the army under the command of Captain Sir Sidney Smith, with the Captains Ribeleau, Guion, Saville, Burn, and Hillyer, of the navy, who had the charge of the launches, with the field artillery accompanying the troops. The Tartarus and Fury were placed in proper ſituations for throwing ſhot and ſhells with advantage; and the Peterell, Cameleon, and Minorca, were moored as near as poſſible with their broadſides to the ſhore.

The delays to which the fleet had been expoſed, gave the enemy an opportunity to ſtrengthen the naturally difficult coaſt. The whole garriſon of Alexandria, amounting to about 3000 men, reinforced with many ſmall detachments that had been obſerved to advance from the Roſetta Branch, was appointed for its defence. Field pieces were placed on the moſt commanding heights, and in the intervals of the numerous ſand hills which cover the ſhore, all of which were lined with muſketry; the beach on either wing being

A. D. 1801 flanked with cannon, and parties of cavalry held in readineſs to advance.

The fire of the enemy was ſucceſſively opened from their mortars and field pieces, as the boats got within their reach; and as they approached to the ſhore, the exceſſive diſcharge of grape ſhot and of muſquetry from behind the ſand hills, ſeemed to threaten them with deſtruction; while the caſtle of Aboukir on the right flank, maintained a conſtant and harraſſing diſcharge of large ſhot and ſhells; but the ardour of the officers and men was not to be damped; without a moment's heſitation, they reſolutely rowed in for the beach, obtained a footing; when the troops advanced, the 23d regiment, and part of the 40th, under the command of Colonel Spencer, aſcended the hill which commanded the whole, and ſeemed almoſt inacceſſible, with an intrepidity and coolneſs ſcarcely to be paralleled, and forced the enemy to retire, leaving behind him ſeven pieces of artillery, and ſeveral horſes.

The diſembarkation of the army continued, and the troops were all landed on the following day, with ſuch articles of ſtores and proviſions as required the moſt immediate attention.

General Sir Ralph Abercrombie was ſo highly gratified by the ſpirited, ſteady, and intrepid conduct of the troops on their landing, with the judicious manner in which it was conducted, that the following compliment appeared the next day in the general orders:

" *Camp, near Aboukir, March* 9, 1801.

" The gallant behaviour of the troops in the action of yeſterday, claims from the commander in chief the warmeſt praiſe he can beſtow: and it is with particular ſatisfaction that he obſerved that conduct marked equally by ardent bravery, and by coolneſs, regularity, and order.

" Major Generals Coote, Ludlow, and Moore, and Brigadier General Oakes, who led on the troops that effected the landing, and were engaged, will be pleaſed to accept Sir Ralph Abercrombie's Thanks, for the able manner in which they conducted the whole operation.

" Sir Sidney Smith, the captains, officers, and men of the ſhips of war, who acted with the army on ſhore, will be pleaſed to accept Sir Ralph Abercrombie's Thanks, for the activity with which they brought forward the field artillery

tillery, and for the intrepidity and zeal with which they acquitted themſelves of the ſervice entruſted to them." A.D. 1801

The loſs ſuſtained by the navy in diſembarking the troops on the 18th in Aboukir Bay, amounted to twenty killed; ſeven officers, 63 ſeamen, wounded; and three ſeamen miſſing.

Names of Officers wounded.

Stately—Lieutenant John Bray.
Europa—Lieutenant George Thomas.
Dolphin—Lieutenant Francis Collins.
Swiftſure—Mr. John Finchely, maſter's mate.
Charon—Mr. Richard Ogleby.
Iphigenia—Mr. John Donnellan, midſhipman.
Dictator—Mr. Edward Robinſon, ditto, ſince dead.

That of the army amounted to four officers, four ſerjeants, 94 rank and file, killed; 26 officers, 34 ſerjeants, five drummers, 450 rank and file wounded.

One officer, one ſerjeant, one drummer, 32 rank and file miſſing.

On the 12th, the whole army moved forward, and came within ſight of the enemy, who was formed on an advantageous ridge, with his right to the canal of Alexandria, and his left towards the ſea. The general determined to attack them on the morning of the 13th; and in conſequence the army marched in two lines by the left, with the intention to turn their right flank. The troops had not been long in motion before the enemy deſcended from the heights on which they were formed, and attacked the leading brigades of both lines, which were commanded by Major General Cradock, and Major General the Earl of Cavan.

The 90th regiment formed the advanced guard of the front line, and the 92d that of the ſecond; both battalions ſuffered conſiderably, and behaved in ſuch a manner, as to merit the praiſe both of courage and diſcipline. Major General Cradock immediately formed his brigade to meet the attack made by the enemy; and the troops changed their poſition with a quickneſs and preciſion which did them the greateſt honour. The remainder of the army followed ſo good an example, and were immediately not only in a ſituation to face, but to repel the enemy. The reſerve, under Major General Moore, which was on the right, on the change of the poſition of the army, moved on in column,

A. D. 1801 and covered the right flank. The army continued to advance, pushing the enemy with the greatest vigour, and ultimately forcing them to put themselves under the protection of the fortified heights which form the principal defence of Alexandria. It was the general's intention to have attacked them in this their last position; for which purpose, the reserve, under the command of Major General Moore, which had remained in column during the whole of the day, was brought forward; and the second line, under Major General Hutchinson, marched to the left across a part of the lake Mareotis, with a view to attack the enemy on both flanks; but on reconnoitering their position, and not being prepared to occupy it after it should be carried, prudence required, that troops who had behaved so bravely, and who were still willing to attempt any thing, however arduous, should not be exposed to a certain loss, when the extent of the advantage could not be ascertained. They were therefore withdrawn, and ordered to occupy a position with their right to the sea, and their left to the canal of Alexandria, and Lake Mareotis, about a league from the town of Alexandria.*

On the 18th of March, the castle of Aboukir surrendered by capitulation: the garrison consisted of two chiefs of battalion, eight inferior officers, and 140 non-commissioned and men.

The army remained in this position without any material occurrence taking place, until the 21st, when the enemy attacked it with nearly the whole of their collected force, amounting to between eleven or twelve thousand men. Of fourteen demi-brigades of infantry which the

* The loss sustained by the navy serving on shore under the orders of Sir Sidney Smith, on the 13th of March, amounted to five seamen killed; one officer and [illegible] wounded.

The marines, under the command of Lieutenant Colonel Smith, [illegible] officers, [illegible] and 76 rank and file killed; four officers, two sergeants, two drummers, and 121 rank and file wounded.

Officers killed—Pierce Purdy, John Lizzee Shaw—first lieutenants.

Wounded—William Miers, Robert Barkington—captains.
John Parry, George [illegible]—lieutenants.
[illegible]—marines.

Six officers, [illegible] horses killed, [illegible] officers, [illegible] horses wounded, [illegible] officers, seamen, marines, soldiers and [illegible] rank and file missing.

French

French had in Egypt, twelve appear to have been engaged, and all their cavalry, with the exception of one regiment. A.D. 1801

The action commenced about an hour before day-light, by a falſe attack on the left of the Britiſh army, under the command of Major General Cradock, and were ſoon repulſed. The moſt vigorous efforts of the enemy were directed againſt the right, which they uſed every poſſible exertion to turn. The attack on that point was begun with great impetuoſity by the French infantry, ſuſtained by a ſtrong body of cavalry, who charged in column. They were received by the Britiſh troops with the greateſt ſteadineſs and diſcipline. The conteſt was unuſually obſtinate; the enemy were twice repulſed, and their cavalry was repeatedly mixed with Britiſh infantry. They at length were obliged to retire, leaving a prodigious number of dead and wounded in the field.

The ſlaughter in this action was prodigious on both ſides. General Sir Ralph Abercrombie, the commander in chief, was mortally wounded, and died on board the Foudroyant on the 28th. Major General Hutchinſon, on whom the command devolved, in his public diſpatches, mentions the melancholy fate which befel this brave and excellent officer, in a manner which does honour to his feelings. He ſays, "I believe he was wounded early, but he concealed his ſituation from thoſe about him, and continued in the field, giving his orders with that coolneſs and perſpicuity which had ever marked his character, till long after the action was over, when he fainted through weakneſs and loſs of blood. Were it permitted for a ſoldier to regret any one who has fallen in the ſervice of his country, I might be excuſed for lamenting him, more than any other perſon; but it is ſome conſolation to thoſe who tenderly loved him, that as his life was honourable, ſo was his death glorious. His memory will be recorded in the annals of his country; will be ſacred to every Britiſh ſoldier; and embalmed in the recollection of a grateful poſterity."

Amongſt the other officers of note wounded, were Major General Moore, Brigadier General Oakes and Hope, Captain Sir W. Sidney Smith, of the navy, and Colonel Paget.

The enemy were ſuppoſed to have 3000 killed, wounded, and taken priſoners. General Roize, who commanded

A.D. 1801 their cavalry, was killed. Generals Lanuſſe and Bodet were mortally wounded.

The navy battalion had one officer, three ſeamen, killed; two officers, 18 ſeamen, wounded.

Mr. Krebs, maſter's mate of the Minotaur, killed.

Captain Sir William Sidney Smith, of the Tigre; and Lieutenant Lewis Davis, of the Swiftſure, wounded.

The French army which had ſurrendered at Cairo, was embarked on board a diviſion of ſhips, armed en flute, and tranſports, to be conveyed to France. On the 10th of Auguſt this ſervice being completed, they ſailed from Aboukir Bay; the number embarked amounted to between 13000 or 14000 individuals of all deſcriptions.

The grand object now became the reduction of Alexandria, which had been cloſely blockaded by Rear Admiral Sir Richard Bickerton; whilſt the army under General Hutchinſon, cut off all communication on the land ſide.

The poſition of the enemy's flotilla on the ſide of the Lake Mareotis, being examined by Lord Keith, who was of opinion that it could be eaſily ſubdued, and that a debarkation could be effected without much difficulty, General Hutchinſon determined to carry the meaſure into immediate effect: to ſecure the landing from interruption, Captain Stevenſon, of the Europa, who commanded the flotilla, was directed to take a ſtation in front of the enemy's gun boats and armed boats, which were drawn up in a line, under the protection of the batteries thrown up for their defence, and to keep them in check until they could be ſeized or deſtroyed.

On the night of the 16th of Auguſt, a ſtrong body of troops, under the command of Major General Coote, was embarked, and landed the next morning without oppoſition, under the ſuperintendance of Captain Elphinſtone. Whilſt the landing was effecting, Sir William Sidney Smith was directed to make a demonſtration of attack upon the town of Alexandria, with ſome ſloops of war and armed boats. The enemy ſeeing no proſpect left of ſaving their flotilla, ſet fire to them, and blew them all up excepting two or three which were taken. In the mean time two moſt ſpirited attacks were made with ſucceſs on the eaſt ſide of the town, by detachments from the army under the Major Generals Cradock and Moore, in which the 30th regiment, conſiſting of not more than 200 men, under the command of

of Colonel Spencer, particularly diſtinguiſhed themſelves, A.D.
repulſing a body of 600 French troops, who was ordered to 1801
charge them with fixed bayonets; many of whom were killed, wounded, and taken priſoners.

On the evening of the 21ſt, the ſmall fortified town of Morabout, that protected the harbour of Alexandria on the weſtern ſide, diſtant from the town about ſeven or eight miles, ſurrendered to Major General Coote, who was ſupported on this ſervice by the armed launches from the blockading ſquadron under Sir Richard Bickerton. In performing this ſervice, Mr. Hill, midſhipman, and one ſeaman of the Ajax, were killed; and two ſeamen of the Northumberland, wounded.

On the ſame afternoon the rear admiral ordered four ſloops of war,* with three Turkiſh corvettes, to proceed into the harbour, under the direction of the honourable Captain Cochrane, of the Ajax; (a channel having been previouſly ſurveyed with great induſtry and preciſion, by Lieutenant Withers, of the Kent,) and on the morning of the 22d, Major General Coote's detachment moved forward four or five miles on the narrow iſthmus leading to the town, formed by the Mareotis, or inundation on the ſouth ſide, and the harbour on the north; Captain Stevenſon, with the gun veſſels, on the lake, covering the right flank; and Captain Cochrane, with the ſloops of war and armed boats the left.

The enemy, on the approach of the Britiſh ſhips, ſunk ſeveral veſſels between them and their own ſhips, to obſtruct their further progreſs to the eaſtward, and moved their frigates and corvettes cloſe up to the town. Major General Coote, with his detachment, marched on with the greateſt ſucceſs, carrying all the enemy's ſtrong poſts, who retreated in the greateſt confuſion, leaving behind them their cannon and wounded. By the 26th, the blockade of the town was completed. On the morning of this day four batteries were opened on each ſide of the town againſt the enemy's intrenched camp, which ſoon ſilenced their fire, and induced them to withdraw their guns.

On the morning of the 27th, General Menou ſent an aid-de-camp to General Hutchinſon, to requeſt an ar-

* Cynthia, Victorieuſe, Diane joined afterwards.
Port Mahon, Bonne Citoyenne.

miſtice

A.D. 1801 miſtice for three days, in order to give time to prepare a capitulation; which being granted, it was ſigned on the 2d of September. Thus ended the campaign in Egypt, than in which the power, diſcipline, and valour of the Britiſh army, were never more eminently diſplayed.

Lord Keith and Lieutenant General Hutchinſon in their public diſpatches (which were brought to England by Sir Sidney Smith, and Colonel Abercrombie, ſon to the late gallant, and ever memorable General) ſpeak in the moſt honourable terms of the vigilance, activity, and judicious conduct of all the ſea officers employed to co-operate with the army on this expedition; eſpecially the Honourable Captain Cochrane, Sir W. Sidney Smith, Captains Elphinſtone, Stephenſon, Wilſon, and Preſsland.

Great number of merchant veſſels and tranſports were found and taken in the harbour; the Venetian and French ſhips of war were divided by an agreement made in the following manner, between Lord Keith and the Captain Pacha, viz.

To the Captain PACHA.

	Ships.	*Guns.*
	Cauſe	64
No. I.	Venetian	26
	Juſtice	46

The Turkiſh corvettes to be given to the Captain Pacha; but to be previouſly valued.

To Lord KEITH.

	Ships.	*Guns.*
	L'Egyptienne	50
No. II.	Venetian	26
	La Regenerée	32

The thanks of parliament were voted to Lord Keith and Lieutenant General Hutchinſon, the officers, and men in the army and navy. Lord Keith was created a Peer of Great Britain, and the General a peer of Ireland, in the former action he was nominated a Knight of the Bath.

They were alſo voted the freedom of the city of London, and to be preſented each with a ſword valued at 100 guineas.

Articles

A. D. 1801

Articles of the Capitulation propoſed by Abdoullahy Jacques Francis Menou, General in Chief of the French Army, now in Alexandria, to the Generals commanding the Land and Sea Forces of his Britannic Majeſty, and of the Sublime Porte, forming the Blockade of Alexandria, dated the 12th Fructidor, Year nine of the French Republic. (30th Auguſt, 1801.)

"Art. I. From the preſent date to the 30th Fructidor (17th September, 1801) there ſhall be a continuation of the truce and ſuſpenſion of arms between the French army and the combined armies of his Britannic Majeſty, and of the Sublime Porte, upon the ſame conditions with thoſe which actually ſubſiſt, with the exception of a regulation to be amicably ſettled between the reſpective generals of the two armies, for eſtabliſhing a new line of advanced poſts, in order to remove all pretext of hoſtility between the troops.

"Anſwer—Refuſed.

"Art. II. In caſe no adequate ſuccours ſhould arrive to the French army before the time mentioned in the preceding article, that army ſhall evacuate the forts and entrenched camps of Alexandria upon the following conditions.

"Anſwer—Refuſed.

"Art. III. The French army ſhall retire, on the firſt complementary day of the French era, into the city of Alexandria and forts adjacent, and ſhall deliver up to the allied powers the entrenched Fort Du Vivier, together with their artillery and ammunition.

"Anſwer—In forty-eight hours after the ſigning of the capitulation, namely, on the 2d of September, at noon, the entrenched camps, the Fort Ture, and Du Vivier ſhall be delivered up to the allied powers. The ammunition and artillery of theſe forts ſhall be alſo delivered up. The French troops ſhall evacuate the city, forts, and dependences of Alexandria, ten days after ſigning the capitulation, or at the time of their embarkation.

"Art. IV. All individuals conſtituting a part of the French army, or attached to it by any relations, military or civil; the auxiliary troops of every nation, country, or religion; of whatever powers they might have been ſubjects before the

A.D. 1801 arrival of the French, ſhall preſerve their property of every deſcription, their effects, papers, &c. &c. which ſhall not be ſubject to any examination.

"Anſwer—Granted—Provided that nothing be carried away belonging to the government of the French Republic; but only the effects, baggage, and other articles belonging to the French and auxiliary ſoldiers who have ſerved during ſix months in the army of the Republic; the ſame is to be underſtood of all the individuals attached to the French army, by civil or military capacities of whatever nation, country, or religion they may be.

"Art. V. The French forces, the auxiliary troops, and all the individuals deſcribed in the preceding article, ſhall be embarked in the ports of Alexandria, between the 5th and 10th Vendemiaire, year ten of the Republic, at the lateſt (27th of September to the 3d October, 1801) together with their arms, ſtores, baggage, effects and property of all kinds, official papers and depoſites, one field piece to each battalion and ſquadron, with ammunition, &c. &c. the whole to be conveyed to one of the ports of the French Republic in the Mediterranean, to be determined by the general in chief of the French army.

"Anſwer—The French forces (the auxiliary troops, and all the individuals deſcribed in the 4th article, ſhall be embarked in the ports of Alexandria (unleſs after an amicable convention, it ſhould be found more expeditious to embark a part of them at Aboukir) as ſoon as veſſels can be prepared, the allied powers at the ſame time engaging that the embarkation ſhall take place, if poſſible, ten days after the capitulation ſhall be ſigned; they ſhall receive all the honours of war, ſhall carry away their arms and baggage, ſhall not be priſoners of war, and ſhall moreover take with them ten pieces of cannon from four to eight pounders, with ten rounds of ſhot to each gun; they ſhall be conveyed to a French port in the Mediterranean.

"Art. VI. The French ſhips of war, with their full complement, and all merchant ſhips, to whatever nation or individuals they may belong, even thoſe of nations at war with the allied powers, or thoſe that are the property of owners or merchants who were ſubjects to the allied powers before the arrival of the French, ſhall depart with the French army, in order that thoſe that are ſhips of war

may

may be reſtored to the French government, and the merchant ſhips to the owners, or to their aſſignees. A.D. 1801

Anſwer—Refuſed—All veſſels ſhall be delivered up as they are.

" Art. VII. Every ſingle ſhip, that from the preſent day, to the 30th Fructidor, ſhall arrive from the French Republic, or any of her allies into the ports or roads of Alexandria, ſhall be comprehended in this capitulation. Every ſhip of war or commerce belonging to France, or the Allies of the republic, that ſhall arrive in the ports or road of Alexandria, within twenty days immediately following the evacuation of that place, ſhall not be conſidered a lawful prize, but ſhall be ſet at liberty with her equipage and cargo, and be furniſhed with a paſſport from the allied powers.

" Anſwer—Refuſed.

" Art. VIII. The French and auxiliary troops, the civil and military agents attached to the army, and all other individuals deſcribed in the preceding articles, ſhall be embarked on board ſuch French and other veſſels, actually in the ports of Alexandria, as ſhall be in a condition to go to ſea, or on board thoſe of his Britannic Majeſty and of the Sublime Porte, within the time fixed by the fifth article.

" Art. IX. Commiſſaries ſhall be named by each party to regulate the number of veſſels to be employed, the number of men to be embarked upon them, and generally to provide for all the difficulties that may ariſe in carrying into execution the preſent capitulation.

" Thoſe commiſſaries ſhall agree upon the different poſitions which ſhall be taken by the ſhips now in the port of Alexandria, and thoſe which ſhall be furniſhed by the allied powers, ſo that by a well regulated arrangement, every occaſion of difference between the crews of the ſeveral nations may be avoided.

" Anſwer—All theſe details will be regulated by the Engliſh admiral, and by an officer of the French navy, named by the general in chief.

" Art. X. Merchants and owners of ſhips, of whatever nation or religion they may be, and alſo the inhabitants of Egypt, and of every other country, who may at the preſent time be in Alexandria, whether Syrians, Copts, Greeks, Arabs, Jews, &c. and who ſhall be deſirous of following the French army, ſhall be embarked with

A.D. 1801 with and enjoy the ſame advantages with that of the army; they ſhall be at liberty to remove their property of all kinds, and to leave powers for the diſpoſal of what they may not be able to take away. All arrangements, all orders, all ſtipulations, whether of commerce, or of any other nature made by them, ſhall be ſtrictly carried into effect after their departure, and be maintained by the generals of his Britannic Majeſty, and of the Sublime Porte. Thoſe who may prefer remaining in Egypt a certain time on account of their private affairs, ſhall be at liberty ſo to do, and ſhall have full protection from the allied powers; thoſe alſo who may be deſirous of eſtabliſhing themſelves in Egypt, ſhall be entitled to all the privileges and rights of which they were in poſſeſſion before the arrival of the French.

"Anſwer—Every article of merchandize, whether in the town of Alexandria, or on board the veſſels that are in the ports, ſhall be proviſionally at the diſpoſition of the allied powers, but ſubject to ſuch definitive regulation as may be determined by eſtabliſhed uſage and the law of nations. Private merchants ſhall be at liberty to accompany the French army, or they may remain in the country in ſecurity.

"Art. XI. None of the inhabitants of Egypt, or of any other nation or religion, ſhall be called to an account for their conduct during the period of the French troops having been in the country, particularly for having taken up arms in their favour, or having been employed by them.

"Anſwer—Granted.

"Art. XII. The troops, and all others who may be embarked with them, ſhall be fed during their paſſage, and until their arrival at France, at the expence of the allied powers, and conformably to the rules of the French navy. The allied powers ſhall ſupply every thing that may be neceſſary for the embarkation.

"Anſwer—The troops and all others who may be embarked with them, ſhall be fed during their paſſage, and until their arrival in France, at the expence of the allied powers, according to the uſage eſtabliſhed in the marine of England.

"Art. XIII. The Conſuls, and all other public agents of the ſeveral powers in alliance with the French Republic, ſhall

ſhall continue in the enjoyment of all privileges and rights which are granted by civilized nations to diplomatic agents. Their property, and all their effects and papers ſhall be reſpected and placed under the protection of the allied powers. They ſhall be at liberty to retire, or to remain, as they think fit. A.D. 1801

" Anſwer—The conſuls, and all other public agents of the powers in alliance with the French Republic, ſhall be at liberty to remain or to retire as they may think fit. Their property and effects of any kind, together with their papers, ſhall be preſerved for them, provided they conduct themſelves with loyalty, and conformably to the law of nations.

" Art. XIV. The ſick who may be judged by the medical ſtaff of the army, to be in a ſtate for removal, ſhall be embarked at the ſame time with the army, upon hoſpital ſhips, properly furniſhed with medicines, proviſions, and every other ſtore that may be neceſſary for their ſituation, and they ſhall be attended by French ſurgeons. Thoſe of the ſick, who may be in a condition not to undertake the voyage, ſhall be delivered over to the care and humanity of the allied powers. French phyſicians and other medical aſſiſtance ſhall be left for their care, to be maintained at the expence of the allied powers, who ſhall ſend them to France as ſoon as their ſtate of health may permit, together with any things belonging to them, in the ſame manner as has been propoſed for the reſt of the army.

" Anſwer—Granted—The ſhips deſtined for hoſpitals ſhall be prepared for the reception of thoſe who may fall ſick during the paſſage. The medical ſtaff of the two armies ſhall concert with each other in what manner to diſpoſe of thoſe of the ſick who, having contagious diſorders, ought not to have communication with the others.

" Art. XV. Horſe tranſports for conveying ſixty horſes, with every thing neceſſary for their ſubſiſtence during the paſſage, ſhall be furniſhed.

" Anſwer—Granted.

" Art. XVI. The individuals compoſing the inſtitute of Egypt, and the commiſſion of arts, ſhall carry with them all the papers, plans, memoirs, collections of natural hiſtory, and all the monuments of art and antiquity collected by them in Egypt.

" Anſwer—The members of the inſtitution may carry with

A.D. 1801 with them all the inſtruments of arts and ſcience which they have brought from France, but the Arabian manuſcripts, the ſtatues and other collections which have been made for the French Republic ſhall be conſidered as public property, and ſubject to the diſpoſal of the Generals of the combined army.

" General Hope having declared in conſequence of ſome obſervations of the commander in chief of the French army, that he could make no alteration in this article; it has been agreed that a reference thereupon ſhould be made to the commander in chief of the combined army.

" Art. XVII. The veſſels which ſhall be employed in conveying the French and auxiliary army, as well as the different perſons who ſhall accompany it, ſhall be eſcorted by ſhips of war belonging to the allied powers, who formally engage that they ſhall not, in any manner be moleſted during their voyage, the ſafety of ſuch of theſe veſſels as may be ſeparated by ſtreſs of weather, or other accidents, ſhall be guaranteed by the generals of the allied forces. The veſſels conveying the French army ſhall not, under any pretence, touch at any other than the French coaſt, except in caſe of abſolute neceſſity.

" Anſwer—Granted—The commander in chief of the French army entering into a reciprocal engagement, that none of theſe veſſels ſhall be moleſted during their ſtay in France, or on their return, he equally engaging that they ſhall be furniſhed with every thing which may be neceſſary, according to the conſtant practice of European powers.

" Art. XVIII. At the time of giving up the camps and forts according to the terms of the third article, the priſoners in Egypt ſhall be reſpectively given up on both ſides.

" Anſwer—Granted.

" Art. XIX. The commiſſaries ſhall be named to receive the artillery of the place, and of the forts, ſtores, magazines, plans, and other articles that the French leave to the allied powers; and liſts and inventories ſhall be made out, ſigned by the commiſſaries of the different powers, according as the forts and magazines ſhall be given up to the allied powers.

" Anſwer—Granted—Provided that all the plans of the city and forts of Alexandria, as well as all maps of the country, ſhall be delivered up to the Engliſh commiſſary. The batteries

batteries, cifterns, and other public buildings, ſhall alſo be given up in the condition in which they actually are. A. D. 1801

" Art. XX. A paſſport ſhall be granted to a French armed veſſel, in order to convoy to Toulon, immediately after the camps and forts before mentioned ſhall be given up, officers charged by the commander in chief to carry to his government the preſent capitulation.

" Anſwer—Granted—But if it be a French veſſel it ſhall not be armed.

" Art. XXI. On giving up the camps and forts mentioned in the preceding articles, hoſtages ſhall be given on both ſides, in order to guarantee the execution of the preſent treaty. They ſhall be choſen from among the officers of rank in the reſpective armies; namely, four from the French army, two from the Britiſh troops, and two from the troops of the Sublime Porte. The four French hoſtages ſhall be embarked on board the Engliſh ſhip commanding the ſquadron, and the four Britiſh and Turkiſh hoſtages on board one of the veſſels which ſhall carry the commander in chief, or the lieutenant generals. They ſhall all be reciprocally delivered up on their arrival in France.

Anſwer——There ſhall be placed in the hands of the commander in chief of the French army, four officers of rank as hoſtages; namely, one officer of the navy, one officer of the Britiſh army, and two officers of the Turkiſh army. The commander in chief ſhall, in like manner place in the hands of the commander in chief of the Britiſh army, four officers of rank. The hoſtages ſhall be reſtored on both ſides at the period of the embarkation.

" Art. XXII. If any difficulties ſhould ariſe during the execution of the preſent capitulation, they ſhall be amicably ſettled by the commiſſaries of the armies.

" Anſwer—Granted.

(Signed) " KEITH, Admiral.

(Signed) " J. HELY HUTCHINSON, Lieutenant General commanding in chief.

(Signed) " HASSEIN Capitan PACHA.

(Signed) " ABDOULLAH JACQUES FRANCOIS MENOU, General in Chief of the French army.

(A true Copy)

JAMES KEMPT, Lieutenant Colonel and Secretary.

A.D. 1801

NORTH AMERICA.*

The Cleopatra and Adromache frigates commanded by captains Iſrael Pellew and Lamie, being on a cruize off the iſland of Cuba, attempted with their boats to cut out a convoy of Spaniſh veſſels which were at anchor in Levita Bay, protected by three large gun veſſels. The enemy expecting an attack, was prepared for their reception; and on the approach of the boats, diſcharged ſuch a tremendous volley of grape and langrage as to occaſion great ſlaughter. The boats, however, with intrepid bravery puſhed on, boarded, and carried one of the gallies. The inceſſant fire from the enemy, which nearly deſtroyed all the boats, obliged the aſſailants to relinquiſh any further attempt and retreat to their ſhips.

The loſs was Mr. Taylor, firſt lieutenant of the Cleopatra, two midſhipmen of the Andromache, and nine ſeamen killed; one midſhipman and ſixteen men wounded.

In the month of July, the Bahama iſlands were viſited by a dreadful hurricane, in which upwards of 120 veſſels of different deſcriptions were loſt, many people periſhed, and ſeveral plantations were conſiderably damaged.

LEEWARD ISLANDS.†

On the 8th of January, Captain Thomas Manby, in the Bourdelois, being on a cruize for the protection of the expected Weſt India convoy, recaptured two of them which had been taken by La Mouche, French privateer; On the 29th, being to windward of Barbadoes on the ſame ſervice, Captain Manby diſcovered two large brigs and a ſchooner to windward bearing down upon him. At ſix o'clock in the evening, he brought the largeſt brig to cloſe action, the other two keeping at long ſhot diſtance. After a ſmart engagement of thirty minutes, his opponent was completely ſilenced and ſtruck her colours; upon which the other brig and ſchooner made ſail and got off, but not without being conſiderably damaged. The veſſel taken, proved to be Le Curieuſe, national corvette, pierced for 20 guns, but had only eighteen long nine pounders mounted, 468 men, commanded by Captain G. Radelet,

* Appendix, Chap. II. No. 423.
† Appendix, Chap. II. No. 424.

who

who died of his wounds, and about 50 of the crew were alſo killed or wounded. The Boudelois had one man killed and ſeven wounded, among the number M. Barrie, firſt lieutenant, who continued at his quarters. A.D. 1801

Captain Manby had not been in poſſeſſion of his prize more than an hour, when it was found ſhe was rapidly ſinking, from the innumerable ſhot holes ſhe had received; finding after every exertion, that it was impoſſible to ſave her, he ordered every body to quit her; but Britiſh humanity, whilſt ſtriving to extricate the wounded Frenchmen from deſtruction, weighed ſo forcibly with Mr. Archibald Montgomery and twenty brave followers, that they perſevered in this meritorious ſervice until the veſſel ſunk under them. The floating wreck buoyed up many from deſtruction; but Mr. Frederick Spence, and Mr. Auckland, midſhipmen, with five of theſe gallant fellows unfortunately periſhed.

Theſe veſſels had been fitted out by Victor Hugues and ſent from Cayenne, for the expreſs purpoſe of intercepting the convoy.*

On the 18th, the boats of the Daphne and Cyane, commanded by Lieutenants M'Kenzies and Peachy, boarded, and in a moſt gallant manner, although moored to the ſhore, cut out from under a very ſtrong battery at Trois Rivieres, which kept up an inceſſant fire upon the boats, L'Eclair French armed ſchooner of 4 guns and 56 men. In this conteſt only two men were killed, and three wounded. The enemy three killed; the captain, two lieutenants and ſix men wounded.

On the 16th of March, Rear admiral Duckworth ſailed from Martinico, with a ſquadron of ſhips of war and ſome tranſports, having on board a body of 1500 troops under the command of Lieutenant General Trigge, for the purpoſe of attacking and taking poſſeſſion of the Neutral iſlands †.

Variable winds and calms prevented the fleet getting off St. Barth'lomew till the 20th, on which morning they reached Grand Saline Bay; immediately every arrangement

* Ships. Gun. Men. Commanders.
Le Chevrette - 18 160 George Baldwin.
Le Mercure - 16 150 J. Ravreaux.
L'Esperance - 12 52 Haymond.

† Appendix, Chap. II. No. 45.

A.D. 1801 was made for disembarking the troops, and proceeding to the attack; previous to which the General and Admiral to prevent delay, deemed it expedient to send Brigadier General Fuller, and Captain King of the Leviathan, with the following summons to the Governor.

"By Lieut. General T. Trigge, and Rear Admiral John Thomas Duckworth, commanders in chief of his Britannic Majesty's land and sea forces, employed at the Windward and Leeward Islands, &c. &c.

"The King our master, having viewed with the deepest concern, the unjust combination lately entered into between the Courts of Sweden, Denmark, and Russia, to support the principles of an armed neutrality, contrary to the law of nations and the positive stipulation of treaties; his Majesty, therefore, feels himself called upon to adopt such measures, as a conduct so hostile to the just and antient privileges of the British flag requires, on his part, for the maintenance and preservation of the best rights of his people, and in support of the most solemn treaties, thereby violated, and to consider, though with the greatest reluctance, those courts as enemies of Great Britain.

"Feeling that resistance on your part, would only tend to increase the calamities of war, which it is our most earnest desire to alleviate; we have sent this summons by Brigadier General Fuller, of the land forces, and Captain King, of the royal navy, requiring you to surrender the island of St. Bartholomew, together with all ships and vessels, stores and public property of every description.

"Knowing how ardently it is the desire of our Royal Master to avert the sufferings of individuals, and it being no less our own disposition and wish to soften their distresses, we take this opportunity to declare that the private property of the inhabitants will be respected, as well as whatever belongs to the subjects of the United States of America, and in case of immediate submission, that the laws, customs, and religious usages of the island, shall not be infringed.

Dated on board his Majesty's Ship Leviathan, this 20th Day of March, 1801.

(Signed) "THOMAS TRIGGE, Lieut. General,
J. T. DUCKWORTH, Rear Admiral."

"His Excellency the Governor
of St. Bartholomew."

A letter

A letter was ſent at the ſame time to the American merchants reſident on the iſland, cautioning them not to claim any of the property which ought by right to be forfeited to the crown of Great Britain. A. D. 1801

After ſome little heſitation, the ſummons was accepted by the governor, and the iſland capitulated.

On the 23d and 24th, the rear admiral was joined by the Proſelyte and Coromandel, with a reinforcement of troops, when it was determined by the general and admiral to proceed to the reduction of St. Martin's. At day-light on the 24th, they arrived off this iſland, and ſent a ſimilar ſummons to the governor to that of St. Bartholomew, to which a refuſal being returned, a landing was inſtantly effected by a body of 3500 troops, under the command of Brigadier Generals Maitland and Fuller, aſſiſted by a detachment of 200 ſeamen, commanded by Captain Ekins, of the Amphitrite, covered by the Proſelyte and Drake brig. The heights in the approach to the town of Philipſbourg were carried after a ſmart ſkirmiſh, in which the enemy loſt two field pieces, and 50 or 60 killed and wounded. The enemy, convinced that all oppoſition would be vain, and muſt lead to deſtruction, accepted a verbal ſummons ſent in by Brigadier General Maitland. The terms of capitulation were accordingly ſigned and exchanged by midnight.

The commanders in chief having left a ſufficient force for the ſecurity and protection of this iſland, failed to proſecute the further object of the expedition.

On the 28th, the iſland of St. Thomas, St. John's, and their dependencies, ſubmitted to the Britiſh arms; and on the 31ſt, the iſland of Santa Cruz followed their example.*

On the 16th of April the French garriſon evacuated St. Euſtatia, which, with the iſland of Saba, were taken poſſeſſion of by Captain Perkins, of the Arab, and Mr. Thompſon, Preſident of the iſland of St. Chriſtopher's.

On the 22d of June, the Intrepid letter of marque belonging to Liverpool, commanded by Mr. John Pettigrew, in company with two others, on their paſſage to the Weſt-Indies, fell in with, and after a running fight of two

* On the 6th of June, Lieutenant General Trigge and Rear Admiral Duckworth, were nominated Knights of the Bath.

A. D. 1801 hours, captured a Spaniſh frigate built ſhip, El Galga, mounting 24 ſix pounders, and 78 men, from Rio de Plata, bound to Cadiz with a valuable cargo. The Intrepid had one man only killed.

On the 16th of Auguſt, Captain S. Butcher, in the Guachapin brig of 16 guns, fell in with, between St. Lucia and Martinico, and after a briſk action captured El Tereſa Spaniſh letter of marque, mounting 18 braſs guns, 32 and 12 pounders, with 120 men.

The Guachapin had three men killed and three wounded.

JAMAICA.*

Nothing of any importance occurred on this ſtation, excepting the death of Vice Admiral Lord Hugh Seymour, by which the naval ſervice loſt a moſt excellent and active officer, and thoſe who knew him, a much eſteemed and valuable friend.

On the 8th of July, Captain Quinton, his officers and crew, were acquitted by a court-martial for the loſs of his Majeſty's ſhip La Legere, which having ſprung a leak, Captain Quinton was obliged to run a-ſhore near Carthagena, to preſerve the lives of his people.

On the night of the 10th of Auguſt, Captain Plampin, in the Loweſtoffe, having charge of the homeward bound Jamaica fleet, ran aſhore on the N. E. end of Heneager; ſome of the convoy alſo ſhared the ſame fate; the crews of all the veſſels were ſaved. The trade proceeded on their voyage with the Acaſta and Bonetta.

On the 3d of September, Captain Plampin was tried by a court-martial on board the Abergavenny in Port Royal harbour, for the loſs of his Majeſty's late ſhip Loweſtoffe; when it appeared on the cleareſt evidence, that the conduct of Captain Plampin was judicious in every reſpect; and that but for the ſudden change of the current after dark, the whole of the convoy would have proceeded in ſafety through the Paſſage. The Court therefore, after mature conſideration, fully acquitted Captain Plampin, his officers, and ſhip's company, of all blame in reſpect to the loſs of the Loweſtoffe, or the ſhips under convoy.

* Appendix, Chap. II. No. 426.

On

On the 16th, Vice Admiral Lord Hugh Seymour died on board the Tiſiphone at ſea; his lordſhip's remains were brought home in the Sting ſchooner. A.D. 1801

The command of his Majeſty's ſquadron on this ſtation devolved on Rear Admiral Robert Montagu.

On the 13th, the Lark ſloop of war, commanded by Lieutenant J. Johnſtone, being on a cruize off the iſland of Cuba, gave chace to an armed ſchooner, which at dark took ſhelter within the Portillo reefs. The yawl and cutter of the Lark were inſtantly diſpatched with 16 men in each, commanded by Lieutenant Paſley, to bring her out, which ſervice they performed in a moſt intrepid and gallant manner, although the privateer was prepared for their reception, and diſcharged a moſt furious volley of grape and ſmall ſhot on the approach of the boats.

She proved to be the Eſperance, mounting one nine-pounder and two four-pounders, with 45 men, 21 of whom were killed, amongſt whom were the captain and all the officers; wounded ſix.

In the Lark's boats, one man killed; Mr. M'Cloud, midſhipman, and twelve wounded.

COAST OF AFRICA.

On the 3d of January, Sir Charles Hamilton, of the Melpomene, being off the bar of the Senegal river, obſerved a brig corvette and armed ſchooner at anchor within it: conceiving it poſſible to carry theſe veſſels by ſurpriſe, and by theſe means poſſeſs himſelf of the battery at its entrance, at nine P. M. detached Lieutenant Dick, with 96 officers and men, from the Melpomene and African corps, in five boats, to make the attempt. They were fortunate enough to paſs the heavy ſurf on the bar with the flood tide, without accident, and unobſerved by the battery; on approaching within hail of the brig, the alarm was given, and ſhe diſcharged her two bow guns with ſuch effect, that Lieutenant Palmer, with ſeven ſeamen, were killed, and two of the boats ſunk. Notwithſtanding this unfortunate diſaſter, they gallantly boarded and carried the brig, after an obſtinate defence of twenty minutes; the ſchooner cut her cable and ran under the batteries, which kept up an inceſſant fire on the boats. Lieutenant Dick having loſt two of his beſt boats, and many of his moſt able men killed and wounded, judged any further attempts fruitleſs; he

A.D. 1801 therefore endeavoured to bring off his prize, but the ebb tide having made, and being totally unacquainted with the navigation, ſhe took the ground. Finding it impoſſible to get her off, he took to the boats, and with much riſk croſſed the bar through a tremendous ſurf, and amidſt a ſhower of grape ſhot and muſketry from the batteries.

The loſs ſuſtained on this ſervice was conſiderable; Lieutenant Palmer, of the navy; Lieutenant Vyvian, of the marines; one midſhipman and eight men killed: Lieutenant Chriſtie, of the African corps, one maſter's mate, ſurgeon's mate, and 15 men wounded.

The brig was totally deſtroyed: ſhe was named the Senegal, belonging to the Republic, mounting 18 guns and 60 men.

Colonel Fraſer, who commanded the forces on the coaſt of Africa, having received information that it was the intention of the French to equip a large Spaniſh ſhip which they were delivering of her cargo at Senegal, for the purpoſe of attacking the Britiſh ſettlements on the coaſt and at Sierra Leona; to counteract this project of the enemy, Colonel Fraſer ordered Captain Lloyd, with a detachment of forty men, a few ſeamen from the merchant veſſels lying at Gorée, and ſome blacks, to proceed in the government ſchooner, and endeavour to either take by ſurprize or deſtroy the enemy's force at Senegal. On the 12th of June the ſchooner arrived off the bar, and diſcovered a large ſhip about two miles from it, whoſe crew, on the ſchooner's approach, took to their boats and rowed on-ſhore. Upon boarding her, ſhe was found to be a new Spaniſh ſhip, pierced for 30 guns; but being unloaded, ſtripped of her ſails, rigging, &c. it was found impracticable to bring her off, ſhe was therefore ſet on fire and conſumed.

CAPE OF GOOD HOPE.*

The ſquadron under Vice Admiral Sir Roger Curtis, was extremely active and vigilant in watching the motions of the enemy's armed veſſels at the Mauritius, and the different ſtations allotted them. No opportunity offered of any conſequence by which the cruizers could diſtinguiſh their bravery and zeal. The only one deſerving of notice, was performed by the Chance private ſhip of war fitted out at

* Appendix, Chap. II. No. 427.

the

the Cape, of which the following is the account given to Sir Roger Curtis, by Mr. William White, her commander. A.D. 1801

"At four P.M. on the 19th of Auguſt, the iſland St. Laurence bearing N.E. two leagues, ſaw a large ſhip bearing down towards us; at nine brought her to cloſe action, and engaged her within half piſtol ſhot for an hour and a half; but finding her metal much heavier than ours, and full of men, boarded her on the ſtarboard quarter, laſhing the Chance's bowſprit to her mizen-maſt, and, after a deſperate reſiſtance of three quarters of an hour, beat them off the upper deck, but they ſtill defended from the cabin and lower deck with long pikes, in a moſt gallant manner, till they had twenty-five men killed, and twenty-eight wounded, of whom the captain was one; getting final poſſeſſion, ſhe was ſo cloſe to the iſland, that with much difficulty we got her off ſhore, all her braces and rigging being cut to pieces by our grape ſhot. She proved to be the new Spaniſh ſhip Amiable Maria, of about 600 tons, mounting 14 guns, 18 twelve and nine pounders, braſs, and carrying 120 men, from Conception, bound to Lima, laden with corn, wine, bale goods, &c. On this occaſion I am much concerned to ſtate, Mr. Bennett, a very valuable and brave officer, was ſo dangerouſly wounded, that he died three days after the action; the ſecond and fourth mates, marine officer, and two ſeamen badly wounded by pikes, but ſince recovered. On the 20th, both ſhips being much diſabled, and having more priſoners than crew, I ſtood cloſe in and ſent 86 on ſhore in the large ſhip's launch to Lima: we afterwards learned that 17 of the wounded had died.

At four A.M. on the 24th of September, ſtanding in to cut out from the roads of Pana, in Guiagnill Bay, a ſhip that I had information of, mounting 22 guns, fell in with a large Spaniſh brig with a broad pendant at her main-top-maſt head: at five ſhe commenced her fire on us, but ſhe being at a diſtance to windward, and deſirous to bring her to cloſe action, we received three broadſides before a ſhot was returned. At half paſt five, being yard-arm and yard-arm, commenced our fire with great effect; and after a very ſevere action of two hours and three quarters, during the latter part ſhe made every effort to get away, I had the honour to ſee the Spaniſh flag ſtruck to the Chance. She proved

A. D. 1801 proved to be the Spaniſh man of war brig Limard, mounting 18 long ſix pound guns, commanded by Commodore Don Philip de Martinez, the ſenior officer of the Spaniſh marine on that coaſt, and manned with 140 men, ſent from Guiagnill, for the expreſs purpoſe of taking the Chance, and then to proceed to the northward to take three Engliſh whalers laying in one of their ports: ſhe had 14 men killed, and ſeven wounded; the captain mortally wounded, who died two days after the action. The Chance had two men killed, and one wounded, and had only fifty men at the commencement of the action, mounting 16 guns, twelve and ſix pounders.

EAST INDIES.*

Vice Admiral Rainier ſtill continued to command on this ſtation. The enemy not having any force excepting two or three frigates at the Mauritius, and ſome ſmall privateers, the ſquadron was ſtationed ſo as to give every neceſſary protection to the China and India trade.

About half paſt eight on the morning of the 19th of Auguſt, the Sybille frigate, Captain Charles Adams, being off the Seychelles, obſerved ſignals flying on one of the iſlands; upon which he hoiſted French colours, and ſtood round the iſland, when he diſcovered a large French frigate at anchor in the roads, the paſſage to which was extremely intricate, formed by many dangerous ſhoals. Captain Adams, at all hazards, was reſolved to ſtand in and attack her; for this purpoſe he made every neceſſary preparation, and ſteered in by the pilotage of a man placed at the maſt-head to look out for ſhoal water. At ten the enemy fired a ſhot and hoiſted her colours; in a quarter of an hour after Captain Adams having paſſed the moſt dangerous ſhoals, and got within a cable's length of his opponent, which was as cloſe as the depth of water would admit, came to an anchor with a ſpring on her cable, hoiſted Engliſh colours, and at twenty-five minutes paſt ten commenced a ſmart fire, which was inſtantly returned by the frigate, and from a raking battery on the ſhore, conſtructed by the frigate's people, and mounted with four eight pounders, from whence red hot ſhot was frequently fired. After a ſevere conteſt of about 20 minutes the enemy ſtruck

* Appendix, Chap. II. No. 21.

his

his colours. She proved to be La Chifforne, mounting 28 twelve pounders on the main deck, ſix eight pounders, and four 36 pound carronades on the quarter-deck, and 4 eight pounders on the forecaſtle, commanded by M. Guieyſſet, with a complement of 250 men, 23 of whom were killed, 30 wounded, and ſeveral eſcaped on ſhore. A.D. 1801

The Sybille had only two killed, and a midſhipman wounded.*

La Chifforne had ſailed from Nantz on the 14th of April, for the purpoſe of landing thirty-two perſons on the Seychelles, who had been ſuſpected of being concerned in an attempt on the life of the firſt Conſul of the French Republic.

Being quite a new frigate, and completetely equipped, Admiral Rainier purchaſed her into the ſervice.

* Captain Adams was preſented with an elegant ſword, value 200 guineas, by the Madras Inſurance Company.

A.D. 1801 *An Account of the Money which has been raiſed by Voluntary Subſcriptions during the late War, for the benefit of the Wounded Officers, Seamen, Marines, and Soldiers, and for the Widows and Families of ſuch as have been killed in battle.*

Date.	*For what ſervice.*	*Money raiſed.*
Feb. 16, 1793.	General, at Crown and Anchor, Strand.	£ 27,218 17 7
June 1, 1794.	Lord Howe's action	21,281 19 11
Feb. 14, 1797.	Earl St. Vincent's ditto,	2,614 12 4
June, 1797.	Mutiny at the Nore,	7,576 2 0
Oct. 11, 1797.	Vif. Duncan's action,	52,609 10 10
Auguſt 1, 1798.	Lord Nelſon's ditto,	38,436 8 3
Autumn, 1799.	Expedition to Holland,	17,698 4 5
April 2, 1801.	Attack at Copenhagen	15,587 11 3
July 5 and 13, 1801.	Sir J. Saumarez's actions	667 16 0
Auguſt, 1801.	Attack of Boulogne	640 0 0
October, 1801.	Expedition to Egypt	9,000 0 0
	Total,	£ 193,331 2 7

Excluſive of a ſubſcription made by the Weſt-India Merchants and Planters, for the benefit of the families of the ſeamen, marines and ſoldiers who ſhould either be killed in battle, or fall a ſacrifice to the climate.

A moſt liberal ſubſcription was alſo made to furniſh the troops on the Continent with warm clothing.

Some of the reſolutions entered into by the Committee for the ſubſcription to Lord Duncan's victory, fully evince that no trouble has been ſpared to diſcover and relieve, to the greateſt extent, ſuch objects, foreigners as well as Britiſh, who were entitled to their bounty.

The following are abſtracts taken from the ſaid reſolutions, which claim public notice.

"Out of one thouſand and forty caſes, returned to the Committee as killed or wounded in this gallant engagement, they have happily, with the exception of thirty-ſix caſes,* found out, and given gratuities or annuities to all the parties, or their families and relatives, excluſively of twenty-two who have loſt all claim to gratuities by deſertion, or who were not, upon further enquiries, found to have been wounded.

* I have ſince learnt that ſeveral of theſe have been found out, and relieved by this excellent charity.

"Gratuities

" Gratuities have been paid either directly to the parties themſelves, or to their families; and monies have been frequently lodged in the hands of friends, for their benefit, under the ſanction of the Committee, to be paid by inſtalments, for their relief, or for the apprenticeſhip of children. In caſes of death, attention has been paid, under ſimilar truſts, to the widows, and to the fatherleſs, or to the relatives of the deceaſed. A. D. 1805

" Annuities have been granted to the families of the killed, or to thoſe who have loſt ſight or limb, or who have been diſabled by wounds from providing for themſelves or their families: and care will be taken to ſecure the annual payment of the ſame, under certain regulations and certificates, free of all expence to the parties intereſted.

" Relief has not been confined to Britiſh ſubjects only; but every attention has been paid to foreigners who were on board the fleet, they having by their ſervices acquired a natural and a national claim, to gratuities for their ſufferings in defence of this country.

" A ſum has been reſerved for the thirty-ſix caſes which the Committee have not been able yet to find out. As moſt of the caſes are thoſe of foreigners, it is intended to adverti ſe them again; and, if claimants are not found within twelve months, to recommend the gratuities, that then may be due to foreigners, to be paid over to the miniſters, or heads, of foreign churches, or communities, in London, or to the Conſuls of the different nations to which the ſeamen reſpectively belong, for the benefit and relief of thoſe foreign and diſtreſſed ſeamen that may frequent our ports in time of peace.

" The Committee, wiſhing to make ſome further proviſion for the children and families of thoſe who were killed or wounded on the 11th of October, 1797, beg to recommend a ſum to be given to the Merchant-Seamen's Office, to the Marine Society, and to the Naval Aſylum, reſpectively, for the benefit of ſuch children and families as may ſtand in need of relief from thoſe inſtitutions.

" The Committee, in diſcharge of the truſt repoſed in them, think it their duty briefly to ſtate the amount of Receipts and Diſburſements, and to recommend to a General Meeting of Subſcribers the appropriation of any eventual balance, and of any unclaimed gratuities, after a certain period, to public inſtitutions and objects ultimately con-

nected

A. D. 1801 nected with the relief and fupport of that uſeful claſs of men, who have ever formed the great ſtrength and nurſery of the commerce and of the navy of Great Britain.

General Statement of the Account.

RECEIVED.	£.	s.	d.
Subſcription by the Committee in London	42,162	10	0
Dividends and profit on ſale of navy and Exchequer Bills - -	6,897	13	0
	49,060	3	2
Subſcription by the Committee in Scotland - £3,324 10 9			
Intereſt ditto - 224 16 11			
	3549	7	8
Total,	52,609	10	10

DISBURSEMENTS.			
In gratuities and annuities paid, granted, and voted - - -	49,073	15	0
Advertiſements - -	891	13	0
Poſtage of letters, printing, ſtationary, and petty expences - -	266	18	5
St. Thomas's Hoſpital, for the reception and cure of wounded men - -	100	0	0
Committee-rooms, ſecretary, and aſſiſtants, for four years - -	1162	14	7
Voted 105 guineas to J. Bedingfield, Eſq. Inſpector, Navy Pay-Office, for uſeful communications; but, the acceptance of the ſame having been declined, this ſum has been preſented to the Merchant's Seamen's Office, the Marine Society, and the Naval Aſylum - -	105	0	0

RECOMMENDED.

To the Merchant Seamen Office -	210	0	0
Marine Society -	210	0	0
Naval Aſylum - -	210	0	0
	52,200	1	0
Balance in hand -	379	9	10
	£. 52,609	10	10

Re-

Return of Killed and Wounded. A. D. 1801

From the returns made ſoon after the action it appears, that

515 had returned upon duty.
16 died of their wounds on-board, or in hoſpitals.
171 were diſcharged.
22 run away, or were not found to be wounded.
71 were without any ſpecific return, but muſt have the officers and ſeamen have been on duty and relieved.

795
17 additional returns ſince received and relieved.

812 wounded.
228 killed.

1040 Total.

Out of the 171 diſcharged, a great number, that have been relieved, have ſince been turned over to, or have been found ſerving on board different ſhips of war.

FINIS.

SUPPLEMENT.

Particulars relative to the Blockade of Malta.

A. D.

ON the 13th of October, Captain Alexander John Ball relieved the Marquis de Niza*, at the blockade of Malta. Soon after Lord Nelson arrived, and, upon the surrender of Gozo, his lordship failed, leaving Captain Ball, with the Alexander, Audacious, Goliath, and several other smaller veſſels of war, to prevent ſuccours being ſent to the French. † 1798

In March, 1790, the Maltese in the country began to divide into parties, and were deſtroying each other. The people were plundering the country, impriſoning and putting to death reſpectable men without trial. Theſe outrages had ſo violent an effect on the mind of their chief that he loſt his ſenſes. 1799

The anarchy which prevailed throughout the country, created great alarm on the minds of the inhabitants, who were induced, at this critical period, to beſeech Captain Ball to land, and take upon himſelf the civil and military command of the iſland, with which he complied; and ſucceeded ſo much to their ſatisfaction, that they ſent a deputation to his Sicilian Majeſty and Admiral Lord Nelſon, to requeſt Captain Ball might be appointed governor, to which they acceded.

In June, about 300 marines were landed from the ſhips of war commanded by Major Walſh, who acquitted themſelves with great credit. Major Walſh was afterwards appointed to the command of a Maltese regiment, raiſed for two years, which he brought into a ſtate of diſcipline which procured him the thanks and approbation of the generals who inſpected them.

On the 9th of December, Commodore Sir Thomas Troubridge arrived and took the command of the blockad-

* See page 122. † See page 154.

ing ſquadron, in which ſituation he acquitted himſelf with that zeal and abilities which he had diſplayed on many former occaſions.

A.D. 1800 In May, 1800, he was ordered to England, to fill the important ſtation of captain of the channel fleet, under Earl St. Vincent.

Captain George Martin, being the next ſenior officer, ſucceeded to command the ſquadron to the time of the ſurrender of the iſland. Captain Ball remained on ſhore in his former capacity, until he was appointed naval commiſſioner at Gibraltar.

A Liſt of the Britiſh Ships employed at different Periods at the Blockade of Malta, arranged according to the Time they were longeſt there.

Ships.	*Guns.*	*Commanders.*
Alexander	74	Capt. A. J. Ball
Audacious	74	—— D. Gould
Goliath	74	—— T. Foley
Culloden	74	—— Sir T. Troubridge
Lion	64	—— Manly Dixon
Stately	64	—— Geo. Scott
Minotaur	74	—— T. Lewis
Foudroyant	80	Rear Adm. Lord Nelſon Capt. Sir Edw. Berry
Genereux	74	
Strombole (B. S.)	8	—— J. Broughton
Succeſs	32	—— S. Peard
Princeſs Charlotte	40	—— J. Stevenſon
Santa Tereſa	40	—— H. Downman
Emerald	36	—— T. M. Waller
Minerva	40	—— G. Cockburne
Incendiary (F. S.)	14	—— S. Dunn
Bonne Citoyenne	20	—— F. J. Maling

Letters

A. D. 1801

Letters from Captain Sir William Sidney Smith to Admiral Lord Keith, giving an Account of the Services performed by the Navy Battalion under his Command, acting with the Army on Shore.

"*British Camp, on the Heights, three miles from Alexandria, 14th March, 1801.*

"My Lord,

"IT would be superfluous for me to relate to your lordſhip the admirable manner in which the officers and men you appointed me to command went into action with me, on the day of the diſembarkation, as you were yourſelf a witneſs of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and muſt, as well as myſelf, have admired the bravery, activity, and perſeverance of Captains Ribouleau, Guion, Saville, Burn, and Hillyar, together with that of the officers and ſeamen under their orders; by whoſe unparalleled exertions the cannon were diſembarked at the ſame moment with the troops, and moved forward with them in action. If I were to ſay any thing particular in praiſe of Lieutenants Prevoſt, Hillier, Campbell, and Fiſher, who were neareſt me, and conducted themſelves to my entire ſatisfaction, it would be injuſtice to Lieutenants Cameron, Davis, and Stoddart, who, though hidden from my view by the intervening ſand hills, muſt have been equally well, and as ſucceſsfully employed in other parts of the line, the reſult having been ſo completely ſatisfactory to Sir Ralph Abercromby, as to induce him to extend the moſt unequivocal praiſe to the whole of the naval officers and men, as well afloat as on ſhore; ſaying, that without our exertions he could not have brought his brave troops into action as he did. The determined courage of this gallant army in the cloſe conteſt they had to maintain with the enemy on the beach, at the critical time of forming, ſecured the victory to us on that day; and it is with heart-felt ſatisfaction that I have now to congratulate your lordſhip on the brilliant ſucceſs of the army yeſterday. If we admired their cool orderly conduct, and determined bravery on the 8th, how much more muſt we be ſtruck with thoſe characteriſtic qualities in the ſuperior degree wherein they were diſplayed on this occaſion: the

A. D. 1801 troops marched into battle, and forced the enemy's strong position on the heights, between the head of the lake Maadie and the sea, with the same regularity and calm that characterizes an ordinary field-day, is performed, in spite of an opposition, which is reckoned greater than any the troops have met with before from the enemy in other countries; it would not become me to attempt describing the manœuvres by which this victory was obtained, it is incumbent on me, however, to make known to your lordship, that the Commander in Chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praise-worthy than on the day of disembarkation, the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy, and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line; which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of, the enemy. The great anxiety and laudable efforts of Lieutenants Hillier and Davies, with petty officers and men, at the Swiftsure's and Northumberland's field pieces, at a most trying moment, enabled them to recover their station in the line, which they had lost only by the impossibility of keeping up with the troops: such service, under a heavy fire of grape and musquetry, could not be performed without loss; that of the Tigre's men has been the greatest; but Lieutenant Hillier informs me, the remainder redoubled their exertions, and brought the guns on most opportunely, at the moment the 90th repulsed a charge of cavalry. Captain Rebouleau, the senior commander, exerted himself in the most spirited manner along the [illegible] together with Captains Oulon, Sa[illegible], and Lieutenant [illegible] Captain Hillyar kept [illegible] on the left by the occasional fire of [illegible] on the hills, and the troops on that [illegible] preventing the enemy [illegible] to turn them [illegible] Lieutenant Wood[illegible] (who remained on the ground) very

very handſomely offered his ſervice to ſupply the place of A. D. 1801
Lieutenant Wright, who was actively employed near Sir Ralph Abercromby, and undertook to convey my orders along the line on foot, which was particularly acceptable and uſeful, at a time when my orderly dragoon was wounded, and both our horſes diſabled by a diſcharge of grape; I have to requeſt your lordſhip, to excuſe his delay in returning to his duty on board, as I undertook to juſtify his ſtay in the field. We are now on the heights at the head of the lake Maheah, with our left to the canal of Alexandria, and our right to the ſea; the enemy occupy a very ſtrong poſition on the ridge immediately between us and the Roſetta gate of Alexandria. I have made an excurſion, with a few dragoons, on the road to Demanhour, to open an intercourſe with the Arabs; I find them friendly, and the markets begin to be ſupplied. We are all much indebted to Captain Cochrane, and the officers under him, for the ample ſupplies of ammunition and proviſions which he has forwarded to the army by the lake; the boats crews of the whole fleet have been indefatigable in this important ſervice. Eleven French boats, ſeized on the enemy's right by Lieutenant Wright, have been likewiſe employed therein, under Captain Hillyar, and alſo in conveying the wounded, both Engliſh and French, to the hoſpital, ſo that none remained the night on the field of battle. The Commander in Chief expreſſes himſelf very grateful to the navy for their humane exertions on this occaſion, and I am happy in obſerving, that both ſervices ſeem ſenſible of the ſupport they mutually give each other in the operations, ſo that the utmoſt harmony prevails.

"I have, &c.

(Signed) "W. SIDNEY SMITH."

Admiral Lord Keith, K. B.
&c. &c. &c.

Camp, 22d March, 1801.

"My Lord,

"THE menaced attack of our whole line as anticipated by the friendly Arab, whoſe letter I tranſmitted to the Commander in Chief, and to your lordſhip, took place juſt before day-light yeſterday morning. The army was under arms to receive the enemy; the ſame

A. D. 1801 order, ſteadineſs, and courage which gave victory to our excellent army on the two former occaſions, has again given us a moſt complete one. The enemy have been repulſed with great loſs, ſuch as ought to make General Menou, who commanded in perſon, reſpect our troops too much to riſk a ſecond attempt of the kind; at all events, we are prepared to receive him. I was in too much pain to enter into any details in writing laſt night, having received a violent contuſion from a muſket ball, which glanced on my right ſhoulder: the pain has ſubſided, and I am enabled, by the ſurgeon's report, to ſay, that if the fever does not increaſe, I may ſtill continue my duty, which I am particularly anxious to do at this criſis of our affairs, when either another battle, or a happy iſſue to the negociation your lordſhip has been pleaſed to authoriſe me to enter into in your name, conjointly with Sir Ralph Abercromby, muſt bring them to a ſpeedy concluſion. I am apprehenſive leſt matters ſhould be delayed by the abſence of that excellent man, the wounds he has received having been found to be worſe than he would at firſt admit; I met with him in the field, in a moſt perilous ſituation, ſurrounded by French dragoons, with the ſword of their commanding officer in his hand, which he had wreſted from him, after having received a thruſt, which glanced on his breaſt; I gave his excellency my horſe of courſe. General Stewart's brigade brought down moſt of the French horſemen ſingly, who were coming back through the interval in our line, and making off, having been roughly handled by the 42d regiment. The Swiftſure's ſeamen ſecured me a horſe among thoſe of the French dragoons; the puſh was a moſt deſperate one on the part of the enemy, but General Moore's brigade, as uſual, found itſelf equal to bearing the brunt of it. Enclоſed are a ſeries of letters from General Menou, and the chief of the French ſtaff, to General Roiu, together with the general orders for the attack, found on the field of battle, which prove that the enemy had aſſembled all the force they could ſpare from the defence of Cairo (particularly cavalry) in order to make a deciſive action of this, but have bought the experience of their inferiority dearly. Our poſition was preciſely the ſame as that we drove them from on the 13th. I cannot conclude without expreſſing my approbation of the manner in which Captain Maitland executed the orders I gave him, to place him-

himſelf with his armed veſſels on the ſea-ſide ſo as to flank the front of our redoubt on the right, the attack on which was conſiderably checked, when his fire opened on the enemy's left wing, the attack on our left having been a mere feint. Captain Hillyar, who commanded the armed flat boats on the lake, had no opportunity of renewing his exertions on that ſide. Captain Ribouleau, the captains, officers, and ſeamen attached to the field pieces in the line, behaved with their uſual energy and bravery; they have been indefatigable in the execution of all the arduous duties required of them, and merit your Lordſhip's approbation. The weight of the attack bearing on the right, Captain Guion, Lieutenant Davies, &c. and theſe on that wing had the greateſt opportunity of diſtinguiſhing themſelves. The Turkiſh marines are landing, and the natives come in, both naturally look to the perſon who has been ſo long inveſted with authority from their ſovereign, and the re-opening of the market has been the firſt good effect of this victory. The preſervation of harmony, good order, and the due admiration of juſtice occupy me at preſent.

A. D. 1801

" I have the honour to be, &c.

(" Signed) W. SIDNEY SMITH."

Admiral Lord Keith, K. B.
&c. &c. &c.

The DEFINITIVE TREATY OF PEACE, *between his Britannic Majeſty, and the French Republic, his Catholic Majeſty, the Batavian Republic. Signed at Amiens, the 27th day of March*, 1802. 1802

" His Majeſty the King of the United Kingdom of Great Britain and Ireland, and the Firſt Conſul of the French Republic, in the name of the French People, being animated with an equal deſire to put an end to the calamities of war, have laid the foundation of peace in the Preliminary Articles ſigned at London, the firſt of October, one thouſand eight hundred and one (Ninth Vendemaire, Year Ten.)

" And as by the fifteenth article of the ſaid preliminaries, it has been ſtipulated that Plenipotentiaries ſhould be named on each ſide, who ſhould proceed to Amiens for the purpoſe of concluding a Definitive Treaty, in concert with the allies of the contracting powers;

" His Majeſty the King of the United Kingdom of Great Britain and Ireland has named for his Plenipotentiary

A. D. 1802 tiary the Marquis Cornwallis, Knight of the Moſt Illuſtrious Order of the Garter, Privy Counſellor to his Majeſty, General of his Armies, &c.; the Firſt Conſul of the French Republic, in the name of the French People, the Citizen Joſeph Bonaparte, Counſellor of State; his Majeſty the King of Spain and of the Indies, and the Government of the Batavian Republic, have named for their Plenipotentiaries, viz. his Catholic Majeſty Don Joſeph Nicolas de Azara, his Counſellor of State, Knight, Great Croſs of the Order of Charles III. his ſaid Majeſty's Ambaſſador Extraordinary to the French Republic, &c. and the Government of the Batavian Republic Roger John Schimmelpenninck, their Ambaſſador Extraordinary to the French Republic; who, after having duly communicated to each other their full powers, which are tranſcribed at the end of the preſent Treaty, have agreed upon the following articles:

"ART. I. There ſhall be peace, friendſhip, and good underſtanding between his Majeſty the King of the United Kingdom of Great Britain and Ireland, his heirs and ſucceſſors, on the one part; and the French Republic, his Majeſty the King of Spain, his heirs and ſucceſſors, and the Batavian Republic, on the other part. The contracting parties ſhall give the greateſt attention to maintain between themſelves and their States a perfect harmony, and without allowing, on either ſide, any kind of hoſtilities, by ſea or by land, to be committed for any cauſe or under any pretence whatſoever.

"They ſhall carefully avoid every thing which might hereafter affect the union happily re-eſtabliſhed, and they ſhall not afford any aſſiſtance or protection, directly or indirectly, to thoſe who ſhould cauſe prejudice to any of them.

"ART. II. All the priſoners taken on either ſide, as well by land as by ſea, and the hoſtages carried away or given during the war and to this day, ſhall be reſtored, without ranſom, in ſix weeks at lateſt, to be computed from the day of the exchange of the Ratifications of this preſent Treaty, and on paying the debts which they have contracted during their captivity. Each contracting party ſhall reſpectively diſcharge the advances which have been made by any of the contracting parties for the ſubſiſtence and maintenance of its priſoners in the country where they have been detained. For this purpoſe a commiſſion ſhall be

be appointed by agreement, which ſhall be ſpecially charged to aſcertain and regulate the compenſation which may be due to either of the contracting powers. The time and place where the commiſſioners, who ſhall be charged with the execution of this article, ſhall aſſemble, ſhall alſo be fixed upon by agreement; and the ſaid commiſſioners ſhall take into account the expences occaſioned not only by the priſoners of the reſpective nations, but alſo by the foreign troops who, before they were made priſoners, were in the pay or at the diſpoſal of any of the contracting parties. A.D. 1802

"ART. III. His Britannic Majeſty reſtores to the French Republic, and her allies; namely, his Catholic Majeſty and the Batavian Republic, all the poſſeſſions and colonies which belonged to them reſpectively, and which had been occupied or conquered by the Britiſh forces in the courſe of the war, with the exception of the iſland of Trinidad, and the Dutch poſſeſſions in the iſland of Ceylon.

"ART. IV. His Catholic Majeſty cedes and guarantees in full right and ſovereignty to his Britannic Majeſty the iſland of Trinidad.

"ART. V. The Batavian Republic cedes and guarantees in full right and ſovereignty to his Britannic Majeſty all the poſſeſſions and eſtabliſhments in the iſland of Ceylon, which belonged, before the war, to the Republic of the United Provinces, or to their Eaſt-India Company.

"ART. VI. The Cape of Good Hope remains in full ſovereignty to the Batavian Republic, as it was before the war.

"The ſhips of every deſcription belonging to the other contracting parties ſhall have the right to put in there, and to purchaſe ſuch ſupplies as they may ſtand in need of as heretofore, without having any other duties than thoſe to which the ſhips of the Batavian Republic are ſubjected.

"ART. VII. The territories and poſſeſſions of her moſt Faithful Majeſty are maintained in their integrity, ſuch as they were previous to the commencement of the war.

"Nevertheleſs, the limits of French and Portugueſe Guiana ſhall be determined by the river Arawari, which falls into the ocean below the North Cape, near the Iſle Nouve, and the Iſland of Penfrence, about a degree and one-third of north latitude. Theſe limits ſhall follow the courſe of the river Arawari, from that of its mouths, which is at the greateſt diſtance from the North Cape to its ſource, and thence in a direct line from its ſource to the

A.D. 1802 the river Branco, towards the Weſt. The northern bank of the river Arawari, from its mouth to its ſources, and the lands which are ſituated to the north of the line of the limits above fixed, ſhall conſequently belong in full ſovereignty to the French Republic. The ſouthern bank of the ſaid river from its ſource, and all the lands to the ſouthward of the ſaid line of demarkation, ſhall belong to her moſt Faithful Majeſty. The navigation of the river Arawari ſhall be common to both nations.

" The arrangements which have taken place between the Courts of Madrid and of Liſbon, for the ſettlement of their frontiers in Europe, ſhall, however, be executed conformably to the treaty of Badajoz.

" ART. VIII. The territories, poſſeſſions, and rights of the Ottoman Porte, are hereby maintained in their integrity, ſuch as they were previous to the war.

" ART. IX. The Republic of the Seven Iſlands is hereby acknowledged.

" ART. X. The iſlands of Malta, Gozo, and Comino, ſhall be reſtored to the Order of St. John of Jeruſalem, and ſhall be held by it upon the ſame conditions on which the Order held them previous to the war, and under the following ſtipulations:

" 1. The Knights of the Order, whoſe Langues ſhall continue to ſubſiſt after the exchange of the Ratifications of the preſent Treaty, are invited to return to Malta as ſoon as that exchange ſhall have taken place. They ſhall there form a general chapter, and ſhall proceed to the election of a Grand Maſter, to be choſen from amongſt the natives of the nations which preſerve Langues, if no ſuch election ſhall have been already made ſince the exchange of the Ratifications of the Preliminary Articles of Peace. It is underſtood that an election which ſhall have been made ſubſequent to that period, ſhall alone be conſidered as valid, to the excluſion of every other which ſhall have taken place at any time previous to the ſaid period.

" 2. The Governments of Great Britain and of the French Republic, being deſirous of placing the Order of Saint John, and the iſland of Malta, in a ſtate of entire independence on each of thoſe powers, do agree, that there ſhall be henceforth no Engliſh nor French Langues; and that no individual belonging to either of the ſaid powers, ſhall be admiſſible into the Order.

" 3. A

" 3. A Maltefe Langue fhall be eftablifhed, to be fup- A.D.
ported out of the land revenues and commercial duties of 1802
the ifland. There fhall be dignities, with appointments, and an Auberge appropriated to this Langue; no proofs of nobility fhall be neceffary for the admiffion of Knights into the faid Langue; they fhall be competent to hold every office, and to enjoy every privilege in the like manner as the Knights of the other Langues. The municipal, revenue, civil, judicial, and other offices under the government of the Ifland, fhall be filled, at leaft in the proportion of one half, by native inhabitants of Malta, Gozo, and Comino.

" 4. The forces of his Britannic Majefty fhall evacuate the ifland and its dependencies within three months after the exchange of the Ratifications, or fooner if it can be done: at that period the ifland fhall be delivered up to the Order in the ftate in which it now is, provided that the Grand Maſter, or Commiſſioners, fully empowered according to the ſtatutes of the Order, be upon the ifland to receive poſſeſſion; and that the force to be furniſhed by his Sicilian Majeſty, as hereafter ſtipulated, be arrived there.

" 5. The garriſon of the iſland ſhall, at all times, conſiſt at leaſt one half of native Maltefe; and the Order ſhall have the liberty of recruiting for the remainder of the garriſon from the natives of thoſe countries only that ſhall continue to poſſeſs Langues. The native Maltefe troops ſhall be officered by Maltefe, and the ſupreme command of the garriſon, as well as the appointment of the officers, ſhall be veſted in the Grand Maſter of the Order; and he ſhall not be at liberty to diveſt himſelf of it, even for a time, except in favour of a Knight of the Order, and in conſequence of the opinion of the Council of the Order.

" 6. The independence of the Iſlands of Malta, Gozo, and Comino, as well as the preſent arrangement, ſhall be under the protection and guarantee of Great Britain, France, Auſtria, Ruſſia, Spain, and Pruſſia.

" 7. The perpetual neutrality of the Order and of the iſland of Malta, and its dependencies, is hereby declared.

" 8. The ports of Malta ſhall be open to the commerce and navigation of all nations, who ſhall pay equal and moderate duties. Theſe duties ſhall be applied to the ſupport of the Maltefe Langue, in the manner ſpecified in paragraph

A. D. 1802 graph 3, to that of the civil and military eſtabliſhments of the iſland, and to that of a Lazaretto, open to all flags.

" 9. The Barbary States are excepted from the proviſions of the two preceding paragraphs, until by means of an arrangement to be made by the contracting parties, the ſyſtem of hoſtility, which ſubſiſts between the ſaid Barbary States, the Order of St. John, and the powers poſſeſſing Langues, or taking part in the formation of them, ſhall be terminated.

" 10. The Order ſhall be governed, both in ſpiritual and temporal matters, by the ſame ſtatutes that were in force at the time when the Knights quitted the iſland, ſo far as the ſame ſhall not be derogated from by the preſent Treaty.

" 11. The ſtipulations contained in paragraphs 3, 5, 7, 8, and 10, ſhall be converted into laws and perpetual ſtatutes of the Order, in the cuſtomary manner. And the Grand Maſter (or if he ſhould not be in the iſland at the time of its reſtitution to the Order, his repreſentative), as well as his ſucceſſors, ſhall be bound to make oath to obſerve them punctually.

" 12. His Sicilian Majeſty ſhall be invited to furniſh two thouſand men, natives of his dominions, to ſerve as a garriſon for the ſeveral fortreſſes upon the iſland. This force ſhall remain there for one year from the period of the reſtitution of the iſland to the Knights: after the expiration of which term the Order of St. John ſhall not, in the opinion of the contracting powers, have raiſed a ſufficient force to garriſon the iſland and its dependencies, in the manner provided for by paragraph 5, the Neapolitan troops ſhall remain, until they ſhall be relieved by another force, judged ſufficient by the ſaid powers.

" 13. The neutrality ſpecified in paragraph 6, viz. Great Britain, France, Auſtria, Pruſſia, Ruſſia, Sweden, and Pruſſia, ſhall be extended to the preſent arrangement.

" ART. XI. The French forces ſhall evacuate the kingdom of Naples, and the Roman territory, the Engliſh forces ſhall likewiſe evacuate Porto Ferrajo, and generally all the ports and iſlands which they may occupy in the Mediterranean or the Adriatic.

" ART. XII. The evacuations, ceſſions, and reſtitutions, ſtipulated for by the preſent Treaty, except where otherwiſe expreſſly provided for, ſhall take place in Europe

rope within one month; in the continent and seas of America, and of Africa, within three months; and in the continent and seas of Asia, within six months after the Ratification of the present Definitive Treaty. A.D. 1802

"ART. XIII. In all the cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may have been at the time of the signature of the Preliminary Treaty; and all the works which have been constructed since the occupation, shall remain untouched.

"It is further agreed, that in all the cases of cession stipulated, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the exchange of the present Ratifications, for the purpose of disposing of their property, and removing [illegible] whither they may think proper to exercise [illegible] and to remove their effects.

"The liberty of Religion is granted in the countries restored to all persons whatever, inhabitants or others, who shall have made therein any establishments whatsoever during the time when those countries were in the possession of Great Britain.

"With respect to the inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, disturbed, or molested in their persons or properties under any pretext, on account of their conduct or political opinions, or of their attachment to any of the contracting powers, nor on any other account, except that of debts contracted to individuals, or on account of acts posterior to the present Treaty.

"ART. XIV. All reciprocal demands between any of the parties to the treaty, property, [illegible] whatever character they may be, belonging to them or their subjects or citizens, shall be taken to [illegible] immediately after the signature of the Definitive Treaty. The [illegible] all claims brought forward by private individuals, the [illegible] citizens of any of the contracting powers against the [illegible] or individuals, [illegible] or effects, [illegible] debts, property, or other [illegible] [illegible] according to established principles of [illegible] the [illegible] of the present treaty, shall be [illegible] and decided before commissaries appointed in all

A.D. 1802 caſes prompt and ample juſtice ſhall be adminiſtered in the countries where the claims are made.

" ART. XV. The fiſheries on the coaſt of Newfoundland, and of the adjacent Iſlands, and of the Gulph of St. Lawrence, are replaced on the ſame footing on which they were previous to the war; the French fiſhermen and the inhabitants of St. Pierre and Miquelon ſhall have the privilege of cutting ſuch wood as they may ſtand in need of in the Bays of Fortune and Deſpair, for the ſpace of one year from the date of the notification of the preſent Treaty.

" ART. XVI. In order to prevent all cauſes of complaint and diſpute which may ariſe on account of prizes which may have been made at ſea, after the ſignature of the Preliminary Articles, it is reciprocally agreed, that the veſſels and effects which may have been taken in the Britiſh Channel, and in the North Sea, after the ſpace of twelve days, to be computed from the exchange of the Ratifications of the ſaid Preliminary Articles, ſhall be reſtored on each ſide; that the term ſhall be one month from the Britiſh Channel and the North Seas, as far as the Canary Iſlands inclufively, whether in the Ocean or in the Mediterranean; two months from the ſaid Canary Iſlands as far as the Equator; and laſtly, five months in all other parts of the world, without any exception, or any more particular deſcription of time or place.

" ART. XVII. The ambaſſadors, miniſters, and other agents of the contracting powers, ſhall enjoy reſpectively in the ſtates of the ſaid powers, the ſame rank, privileges, prerogatives, and immunities, which public agents of the ſame claſs enjoyed previous to the war.

" ART. XVIII. The branch of the Houſe of Naſſau, which was eſtabliſhed in the Republic formerly called the Republic of the United Provinces, and now the Batavian Republic, having ſuffered loſſes there, as well in private property as in conſequence of the change of conſtitution adopted in that country, an adequate compenſation ſhall be procured for the ſaid branch of the Houſe of Naſſau for the ſaid loſſes.

" ART. XIX. The preſent Definitive Treaty of Peace is declared common to the Sublime Ottoman Porte, the ally of his Britannic Majeſty; and the Sublime Porte ſhall be invited to tranſmit its act of acceſſion thereto, in the ſhorteſt delay poſſible.

" ART.

" ART. XX. It is agreed that the contracting parties A.D.
ſhall, on requiſitions made by them reſpectively, or by 1802
their miniſters or officers duly authoriſed to make the ſame, deliver up to juſtice, perſons accuſed of crimes of murder, forgery, or fraudulent bankruptcy, committed within the juriſdiction of the requiring party; provided that this ſhall be done only when the evidence of the criminality ſhall be ſo authenticated as that the laws of the country where the perſon ſo accuſed ſhould be found would juſtify his apprehenſion and commitment for trial, if the offence had been there committed. The expences of ſuch apprehenſion and delivery ſhall be borne and defrayed by thoſe who make the requiſition. Is is underſtood that this article does not regard in any manner crimes of murder, forgery, or fraudulent bankruptcy committed antecedently to the concluſion of this Definitive Treaty.

" ART. XXI. The contracting parties promiſe to obſerve ſincerely and *bona fide* all the articles contained in the preſent Treaty; and they will not ſuffer the ſame to be infringed, directly or indirectly, by their reſpective ſubjects or citizens; and the ſaid contracting parties generally and reciprocally guaranty to each other all the ſtipulations of the preſent Treaty.

" ART. XXII. The preſent Treaty ſhall be ratified by the contracting parties in thirty days, or ſooner if poſſible, and the Ratifications ſhall be exchanged in due form at Paris.

" In witneſs whereof, we, the underwritten Plenipotentiaries, have ſigned with our hands, and in virtue of our reſpective full powers, the preſent Definitive Treaty, and have cauſed our reſpective ſeals to be affixed thereto.

" Done at Amiens, the twenty-ſeventh day of March one thouſand eight hundred and two; the ſixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.
(L. S.) JOSEPH BONAPARTE.
(L. S.) J. NICOLAS DE AZARA.
(L. S.) R. J. SCHIMMELPENNINCK."

SEPARATE ARTICLE.

" It is agreed that the omiſſion of ſome titles which may have taken place in the preſent Treaty ſhall not be prejudicial to the powers or to the perſons concerned.

" It

A. D. 1802

"It is further agreed that the Engliſh and French languages made uſe of in all the copies of the preſent Treaty ſhall not form an example, which may be alledged or quoted as a precedent, or in any manner prejudice the contracting powers whoſe languages have not been uſed; and that for the future what has been obſerved, and ought to be obſerved, with regard to, and on the part of, powers who are in the practice and poſſeſſion of giving and receiving copies of like Treaties in any other language, ſhall be conformed with; the preſent Treaty having nevertheleſs the ſame force and virtue as if the aforeſaid practice had been therein obſerved.

"In witneſs whereof, we, the underwritten Plenipotentiaries of his Britannic Majeſty, of the French Republic, of his Catholic Majeſty, and of the Batavian Republic, have ſigned the preſent ſeparate Article, and have cauſed our reſpective ſeals to be affixed thereto.

"Done at Amiens, the twenty-ſeventh day of March one thouſand eight hundred and two; the ſixth Germinal, year ten of the French Republic.

(L. S.) CORNWALLIS.
(L. S.) JOSEPH BONAPARTE.
(L. S.) J. NICOLAS DE AZARA.
(L. S.) R. J. SCHIMMELPENNINCK."

FINIS.

Page *for* 41, *read* 14.
37 line 15 *for* traiterous, *read* traitorous.
79 — 2 *for* Bonda, *read* Banda.
81 — 23 *dele* the word *in.*
84 — 6 Virginia, *read* Virginie.
90 — 12 fans-lieutenant, *read* ſub-lieutenant.
92 — Southvold, *read* Southwold.
93 — Bullen, *read* Buller.
94 *dele* the word Hon. before William Shields.
98 — 27 ba, *read* be.
101 — 38 ſitmation, *read* ſituation.
109 — 6 much, *read* ſuch.
132 — 33 *dele* the word *to.*
179 — 24 Foudryant, *read* Foudroyant.
221 got of, *read* got off.
247, 249, 320, 321 Buonaparte, *read* Bonaparte.
313 — 26 to enable to command, *read* to enable him to command.
317 — 12 in ſhore, *read* on ſhore.
343 — 31 to La Prudente, *read* to be La Prudente
344 in note, Bellona, *read* Braave.
350 — * to be omitted *before* Sir A. Gardner
351 — *Inſert* Sir, *before* A. Mitchel.
373 Thomas Byron Martin, *read* Thoma. Byam Martin.
430 — laſt line but one, *dele* the word and.
442 — to the Court, *read* at the Court.
443 — intereſting the rights, *read* to the rights.
452 — to a part of France, *read* port.
for page 645, *read* 456.
476 — haxing been, *read* having been.
490 — M'Donall, *read* M'Douall.
491 — 25 Samuel Hood, Linzee, *read* without the comma, Samuel Hood Linzee.
503 — 18 Palley, *read* Wooldridge.
595 — 9 Mendovi, *read* Mondovi.

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